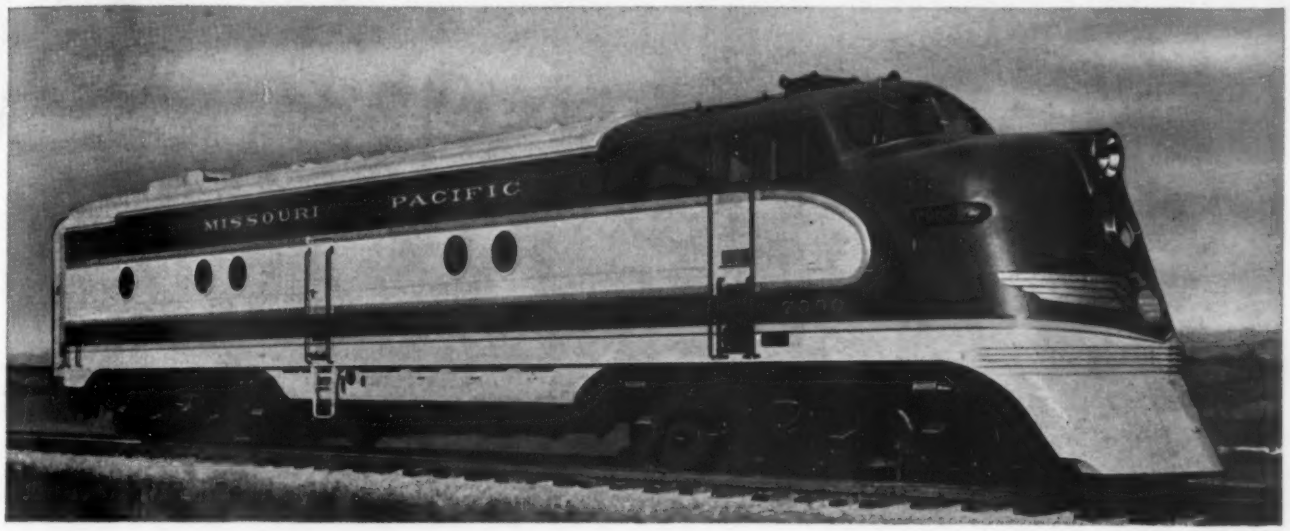
OCTOBER 27, 1945

Railway Age

Founded in 1856

THE LIBRARY OF CONGRESS SERIAL RECORD



Sec 31

PARADE OF THE VETERANS

1,647,535 MILES

with an average availability of 97%

The famous Missouri Pacific streamliner, THE COLORADO EAGLE, operates daily over the 1,021 miles between St. Louis and Denver.

Since October 1941, it has been powered each way by a General Motors Diesel locomotive.

These two locomotives — 7002 and 7003 — have averaged, through January 1945, more than 42,000 miles a month. Up to that date they had turned in a total of 1,647,535 miles out of the 1,699,172 miles assigned them.

Average availability — 97%.

Only Electro-Motive design and engineering plus Missouri Pacific care and maintenance could result in so superb and continuous a performance.

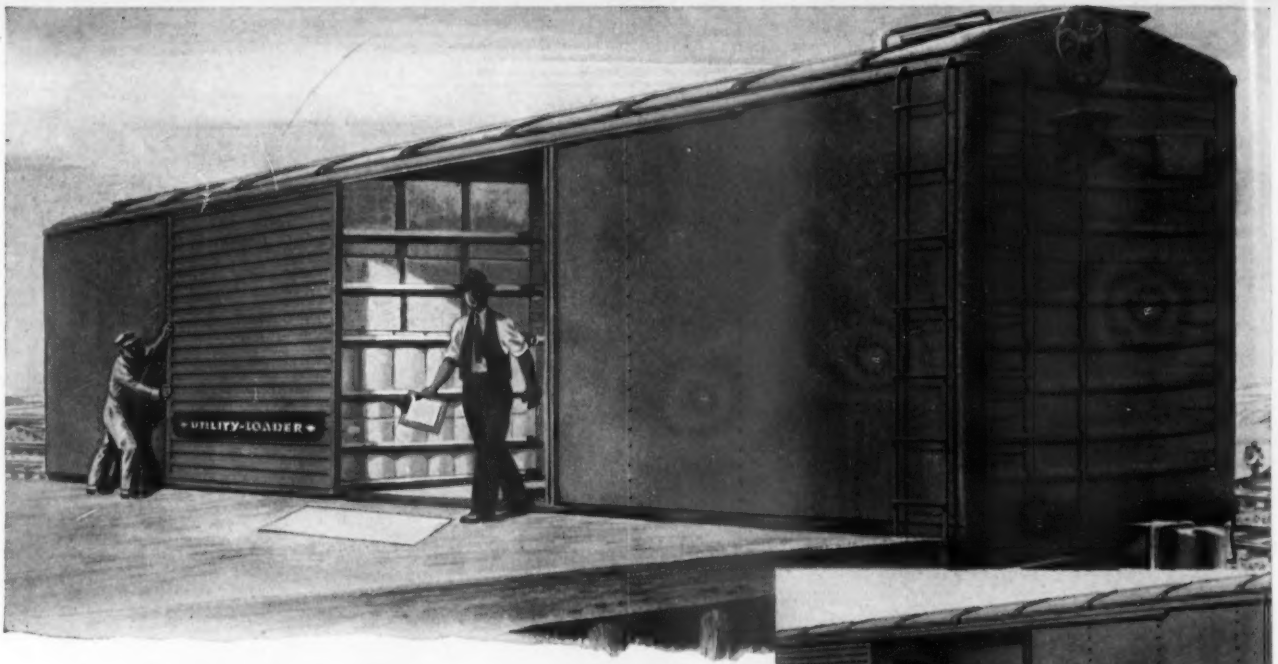
ADD SECURITY TO VICTORY • BUY MORE VICTORY BONDS

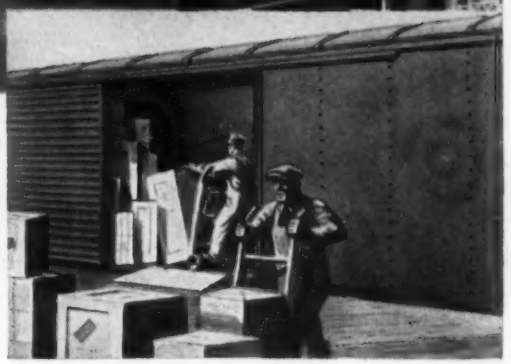
YOUTHFUL IN STAYING POWER • VETERANS FOR PERFORMANCE

GENERAL MOTORS LOCOMOTIVES

ELECTRO-MOTIVE DIVISION

GENERAL MOTORS CORPORATION • LA GRANGE, ILL.





UNLOAD *and* LOAD *Quick and Easy!*

General purpose Utility Loader equipment permits fast loading . . . fast unloading. This means *less* turn-around time . . . and keeps box-cars carrying pay-loads more hours per day, more days per month.

The general purpose Utility Loader actually *grips* the load and *locks* that grip against damage in transit. You can adjust it to any size, shape or weight of cargo rapidly . . . lock its grip tight . . . unlock and remove its grip quickly. • Send for the Evans general purpose Utility Loader Manual. It explains modern freight-car loading and illustrates it vividly.

GRIPS THE LOAD *and* LOCKS THE GRIP

UTILITY-LOADER

"U" FOR THE GOOD OF THE RAILROADS

EVANS PRODUCTS COMPANY

DETROIT 27, MICHIGAN

Published weekly by Simmons-Boardman Publishing Corporation, 1309 Noble Street, Philadelphia, Pa. Entered as second class matter, January 4, 1933, at the Post Office at Philadelphia, Pa., under the act of March 3, 1879. Subscription price $6.00 for one year U. S. and Canada. Single copies, 25 cents each. Vol. 119, No. 17.

Straight Talk On Replacement Parts

For your protection and ours, make it a rule to insist on Bethlehem replacement parts for equipment designed and currently manufactured by Bethlehem.

Parts for Bethlehem-designed track products are made to exacting specifications and machined to close tolerances in accurate jigs. They are carefully inspected by experienced supervisors who know what is required of each component. Any part that does not meet these high specifications is immediately rejected by our own shops and laboratories.

When you use Bethlehem equipment, we strongly recommend that the following three "Don'ts" be given particular attention:

DON'T use replacement parts of unknown origin, simply because they happen to fit.

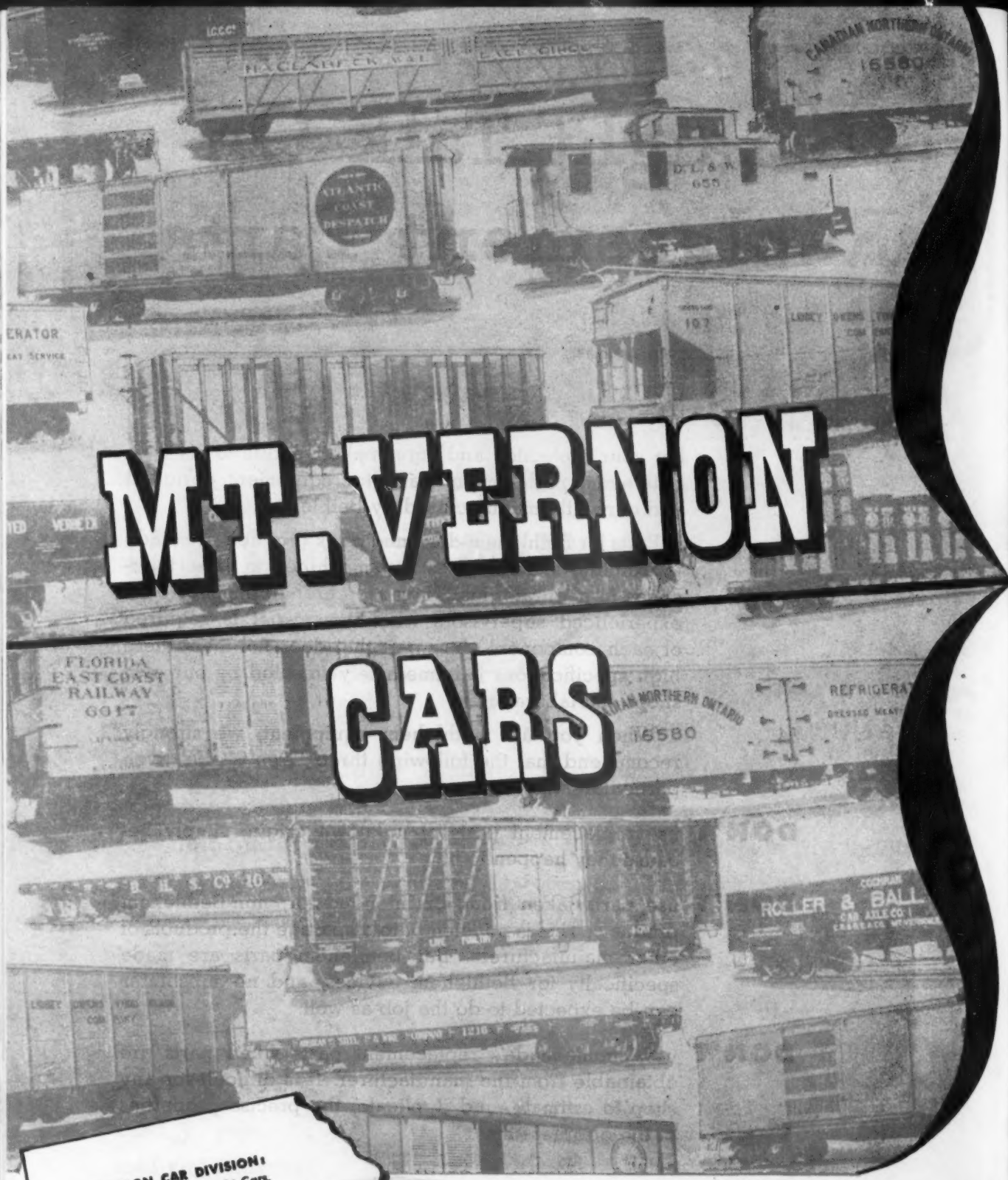
DON'T use parts taken from, or intended for, non-Bethlehem products. This is no attempt to disparage the products of other manufacturers. But Bethlehem parts are made specifically for Bethlehem devices, and no substitutes can be expected to do the job as well.

DON'T use "home-made" replacement parts when parts are obtainable from the manufacturer. It is difficult for any shop to estimate, and duplicate, the precise properties of the original items.

★ BETHLEHEM STEEL ★

Remember...

USE ONLY BETHLEHEM PARTS FOR BETHLEHEM TRACK EQUIPMENT



MT. VERNON CAR DIVISION:
Complete Line of Freight Cars.

LOCOMOTIVE DIVISION:
Diesel, Diesel-Electric, Electric, Steam, and Fireless Steam Locomotives.

PROCESS EQUIPMENT DIVISION:
Complete Line of Chemical, Food, and Petroleum Refinery Equipment.

QUIMBY PUMP DIVISION:
Screw, Rotex, Centrifugal, Chemical Pumps.

MT. VERNON

MT. VERNON,

Division of **H. K. PORTER**

Oliver Bldg., Pittsburgh
Chauncy Bldg., Boston
Walbridge Bldg., Buffalo
McCormick Bldg., Chicago
Carew Tower, Cincinnati
Book Bldg., Detroit

55 Years of Achievement

in Building Cars for Railroads and Private Owners

Since 1890—when Mt. Vernon built its first freight car—the years have been marked by constant progress in design and construction of equipment for railroad and private car owners. New, double-bunker, steel-sheathed refrigerator cars now rolling off the production lines are an outstanding example of the Mt. Vernon tradition of quality workmanship.

CAR MFG. CO.

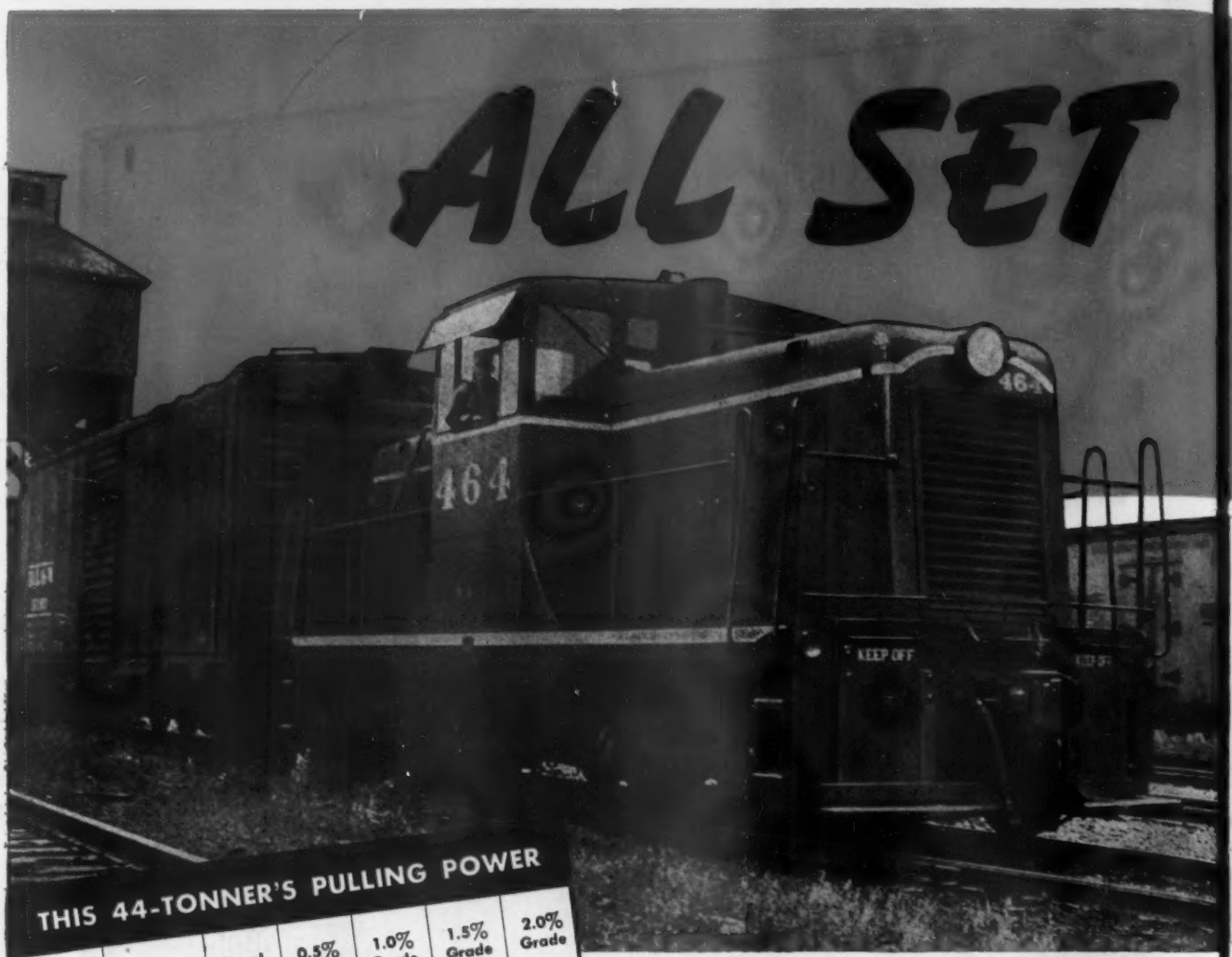
ILLINOIS

COMPANY, Inc.

Petroleum Bldg., Los Angeles
340 Thomas St., Newark, N. J.
50 Church St., New York
Girard Trust Bldg., Philadelphia
Monadnock Bldg., San Francisco
1507 M St., N. W., Washington

MT. VERNON CARS

PORTER
Better Built
Equipment

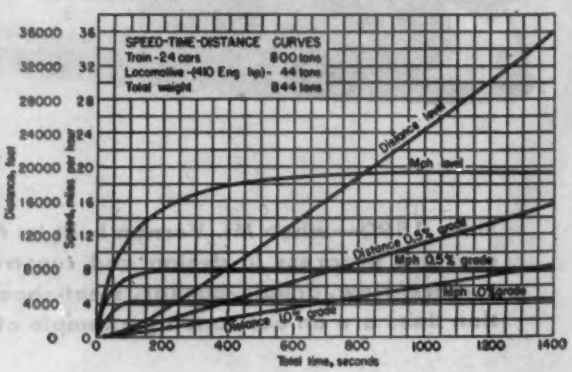


THIS 44-TONNER'S PULLING POWER

Speed, Mph	Tractive Effort, Lb	Level TONS	0.5% Grade TONS	1.0% Grade TONS	1.5% Grade TONS	2.0% Grade TONS
5	17,500	2,016	902	570	411	317
7.5	12,300	1,405	622	388	276	210
10	9,650	1,091	478	285	206	154
15	6,600	734	313	188	128	92
20	4,750	516	213	123	79	54
25	3,750	398	159	88	54	33
30	3,050	315	121	63	35	19
35	2,350	233	83	39	17	5

NOTE: Resistance based on 8.5 pounds per ton. Tonnages given do not include the weight of the locomotive.

Curves showing the excellent performance of the 44-tonner with a 24-car train under various grade conditions.



Alco GE

AMERICAN LOCOMOTIVE and

for maximum earnings!

More than 40 railroads are enjoying the 24-hour-a-day earning capacity of this 44-ton diesel-electric—because of its triple-duty versatility, and its 95% availability.

IN the operating records of more than 40 railroads, there's convincing proof of the high earning capacity of our 44-ton diesel-electric. Because its versatility enables it to do switching, transfer service, and light road work, you can utilize all of its 90 to 95 per-cent availability and obtain the high earning power that results from steady-employment.

Operating Cost per 1000 gtm Slashed as Much as 60%

When a west coast road, for example, put three of these units into service in 1941, operating costs dropped from $1.54 to 63 cents per 1000 gross ton-miles. And because they could be utilized 24 hours a day, the 44-tonners handled three times as many ton-miles in 1944 as was handled by an equal number of the replaced locomotives in 1941.

Another important saving was made when it was found that the 44-tonners could be operated on the existing lightweight rail, which would have required replacement if new and heavier reciprocating-type locomotives were purchased to handle the increased traffic.

And on a southern branch line, two of these 44-ton units are doing all the work—at 30 per cent lower cost—that was previously done by four steam locomotives.

By its performance and earning power, this 44-ton diesel-electric deserves an important place in your plans to meet competition and improve your earning position. Our engineers will be glad to work with you on a motive-power study to determine how you can use it to best advantage.

RETURNS AS MUCH AS 40% ON INVESTMENT

1. **Availability for work averages 90 to 95 per cent, or 22 hours out of every 24.**

2. **Its versatility often enables one unit to do the work of two steamers—releasing them for service elsewhere.**

3. **Fast throttle response and gentle electric drive speeds up switching without risking damage to cars and lading.**

4. **Quiet and clean, it works in and around buildings where steamers cannot be used.**

5. **Track and bridge maintenance is less, because the swivel trucks (short, 82-in. wheelbase) negotiate curves as sharp as 50 feet in radius with little resistance. Light axle loading (22,250 lb per driving axle) permits use on light rail.**

6. **Simplified repairs keep maintenance expense low. You can make all repairs on your own premises.**

7. **Eliminates the need for watering and fueling stations.**

8. **Burns one gallon of fuel oil (5 to 8 cents) where a steam locomotive would consume approximately 125 pounds of coal (12 to 30 cents).**

Have you received specifications RY-24224 on our new 70-ton 600-hp Middleweight Champion?

GENERAL ELECTRIC

U·S·S COR-TEN Celebrates

Here is a partial list of freight equipment built of U·S·S COR-TEN

AMERICAN CAR & FDRY.
1938—1 Box Car
—1 Refrigerator Car

ATCHISON, TOPEKA & SANTA FE
1941—500 Box Cars

BALTIMORE & OHIO
1934—4 Hopper Cars
—5 Box Cars

BESSEMER & LAKE ERIE
1935—100 Hopper Cars
1936—2000 Hopper Cars
1937—1002 Hopper Cars
—500 Gondolas
—500 Hopper Cars
1938—100 Box Cars
1939—100 Flat Cars
1940—1000 Hopper Cars
1940—500 Gondolas
—500 Box Cars
1941—100 Box Cars
—20 Cabooses
—655 Hopper Cars
—300 Box Cars
—50 Flat Cars
1942—428 Hopper Cars

BINGHAM & GARFIELD
1940—10 Air Dump Cars

BIRMINGHAM SOUTHERN
1936—100 Box Cars
1939—100 Hopper Cars
—10 Flat Cars

BRAZILIAN RAILWAYS
1940—150 Gondolas
—150 Flat Cars

CANADIAN PACIFIC
1944—375 Box Cars

CENTRAL RAILWAYS OF BRAZIL
1939—500 Box Cars
—200 Gondolas

CERRO DE PASCO
1935—15 Ore Cars

CHESAPEAKE & OHIO
1934—100 Hopper Cars
1935—10 Hopper Cars

CHICAGO & NORTHWESTERN
1937—500 Hopper Cars
1937—500 Box Cars
1939—502 Box Cars
1941—500 Box Cars
1944—1000 Hopper Cars

CHICAGO, BURLINGTON & QUINCY
1935—5 Hopper Cars

CHICAGO, BURLINGTON & QUINCY (continued)
—500 Gondolas
1937—250 Auto Box Cars
—600 Box Cars
—100 Hopper Cars
—400 Coal Cars
1940—200 Hopper Cars
—2000 Box Cars
1941—225 Auto Box Cars
—2500 Box Cars
—400 Flat Cars
—200 Stock Cars
1944—650 Hopper Cars
—670 Box Cars
—200 Stock Cars

CHICAGO GREAT WESTERN
1937—50 Box Cars

CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC
1936—1000 Auto Box Cars
—17 Coach Cars
1937—500 Auto Box Cars
1939—2000 Box Cars
1941—500 Box Cars
—6 Well Cars
—25 Cabooses
1943—1500 Box Cars
1944—1500 Box Cars

CHICAGO, ROCK ISLAND & PACIFIC
1945—500 Box Cars

DELAWARE & HUDSON
1936—1 Hopper Car
1941—100 Hopper Cars

DELAWARE, LACKAWANNA & WESTERN R.R.
1940—500 Hopper Cars

DENVER & RIO GRANDE WESTERN
1939—400 Box Cars
—100 Auto Cars
—50 Gondolas
1940—100 Stock Cars
—1400 Box Cars
1941—502 Box Cars
1945—500 Box Cars

DULUTH, MISSABE & IRON RANGE
1936—200 Ore Cars
—50 Hopper Cars
1940—100 Gondolas
—30 Ballast Cars
—10 Covered Hopper Cars

ELGIN, JOLIET & EASTERN
1936—200 Gondolas
—200 Hopper Cars
—450 Box Cars
1939—600 Hopper Cars
—900 Hopper Cars
—500 Gondolas
1940—500 Box Cars
—500 Gondolas
—250 Hopper Cars
1941—500 Gondolas

F. C. ELECTRICO AL PACIFICO (COSTA RICA)
1938—6 Air Dump Cars
1939—50 Box Cars

FRUIT GROWERS EXPRESS
1939—25 Refrigerator Cars

GENERAL AMERICAN TRANSP. CORP.
1938—2 Box Cars

GREAT NORTHERN
1944—250 Flat Cars

GUYAQUIL & QUITO (ECUADOR)
1935—1 Box Car
1940—1 Tank Car
1944—47 Box Cars

MICHIGAN LIMESTONE & CHEMICAL CO.
1937—2 Air Dump Cars
1940—1 Air Dump Car
1944—20 Air Dump Cars

NEVADA CONSOLIDATED COPPER CO.
1939—42 Air Dump Cars
1940—30 Air Dump Cars
1941—25 Air Dump Cars

NEW YORK CENTRAL
1935—15 Hopper Cars

NEW YORK, CHICAGO & ST. LOUIS
1939—200 Box Cars
1940—300 Box Cars

NORTHERN PACIFIC RY.
1941—500 Box Cars

PACIFIC FRUIT EXPRESS
1936—4700 Refrigerator Cars

PAULISTA RY. (BRAZIL)
1938—125 Gondolas
1938—125 Flat Cars

PENNSYLVANIA
1939—15 Hopper Cars
1945—500 Box Cars

PERE MARQUETTE
1939—100 Box Cars

PHELPS DODGE CORP.
1937—30 Air Dump Cars
1941—80 Air Dump Cars

PRESSED STEEL CAR CO.
1934—1 Hopper Car

PULLMAN STANDARD CAR MFG. CO.
1935—1 Refrigerator Car
—1 Box Car
1937—1 Box Car

REPUBLIC STEEL CORP.
1939—4 Air Dump Cars
1941—6 Air Dump Cars

ST. LOUIS SOUTHWESTERN
1940—300 Box Cars

SEABOARD AIR LINE
1934—100 Phosphate Hopper Cars
1936—100 Phosphate Hopper Cars

SOROCABANA RAILWAY (BRAZIL)
1941—15 Box Cars

SOUTH AFRICAN RY.
—50 Flat Cars

SOUTHERN RAILWAY
1938—25 Gondolas

UNION R. R. CO.
1935—520 Hopper Coke (Rebuilt)
1939—10 Cabooses
1940—100 Air Dump Cars

UNION PACIFIC
1937—2000 Box Cars
1939—2000 Box Cars
1940—2000 Box Cars
—250 Auto Box Cars
1941—1180 Box Cars

UTAH COPPER
1936—250 Gondolas
1938—15 Air Dump Cars
1940—200 Gondolas
—100 Ore Cars
—15 Air Dump Cars
1941—75 Ore Cars
1941—25 Air Dump Cars

VICTORIAN GOVERNMENT RAILWAYS
1936—100 Open Top Freight Cars

WHEELING & LAKE ERIE
1939—200 Box Cars

WISCONSIN CENTRAL
1941—150 Box Cars

UNITED STATES

10 Years of Progress

1935-1945

SINCE 1935, U·S·S COR-TEN HAS SUCCESSFULLY REDUCED DEADWEIGHT. IN 53,042 FREIGHT CARS

THE RAPID acceptance of U·S·S COR-TEN for lightweight construction stands unique in railroad history.

The first year U·S·S COR-TEN was made available for railroad use, 134 freight cars were built lighter with this *pioneer* low-alloy, high-strength steel.

Year after year—until the war shut off the supply of U·S·S COR-TEN—the number of COR-TEN cars put into service increased by leaps and bounds. From 1935 to 1939 inclusive, out of a total of 151,108 new cars installed by Class I railroads in the U.S.A., 35,027 were built lighter with U·S·S COR-TEN, in other words 23% of the equipment installed. Today the total figure is 53,042.

These cars were built—usually on re-orders—because as time went on, every claim originally made of lightweight construction was fully confirmed. Carrying capacity was greater. Operating costs were less. Maintenance expense was lower. The ability of this lighter equipment to stand the gaff surprised even the most hardened skeptics.

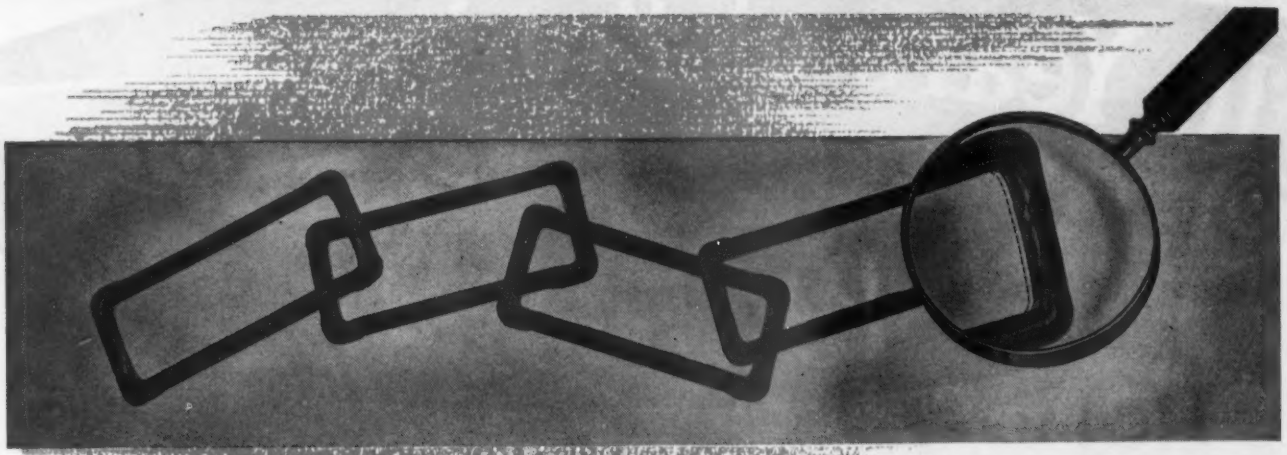
Today we can say without fear of contradiction that no other material can even approach U·S·S COR-TEN's record for reducing freight car weight—so economically, so safely and with such consistently good results. It is an accomplishment of which we are justly proud.

EVERY SUNDAY EVENING, United States Steel presents *The Theatre Guild on the Air.* American Broadcasting Company coast-to-coast network. Consult your newspaper for time and station.

AMERICAN STEEL & WIRE COMPANY, *Cleveland, Chicago and New York*
CARNEGIE-ILLINOIS STEEL CORPORATION, *Pittsburgh and Chicago*
COLUMBIA STEEL COMPANY, *San Francisco*
NATIONAL TUBE COMPANY, *Pittsburgh*
TENNESSEE COAL, IRON & RAILROAD COMPANY, *Birmingham*
United States Steel Supply Company, Chicago, *Warehouse Distributors*
United States Steel Export Company, New York

USS HIGH STRENGTH STEEL UNITED STATES STEEL

STEEL



Schaefer BRAKE BEAM HANGERS

Good in 1928- Better in 1945

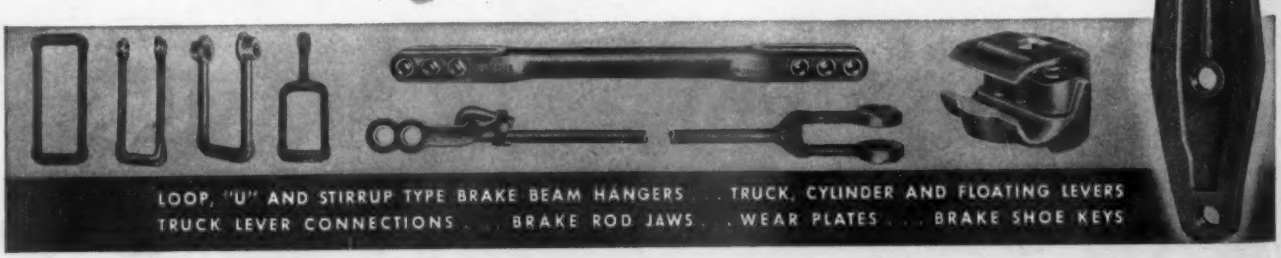
Get the Complete Story of the Schaefer Less Weight-Full Strength Design ... Write for this New Catalog

A Western car owner first installed Schaefer Loop Hangers in 1928. Recently, after 16 years of service, a complete set of hangers was removed at our request. Inspection disclosed little wear and also *uniform* resistance to wear.

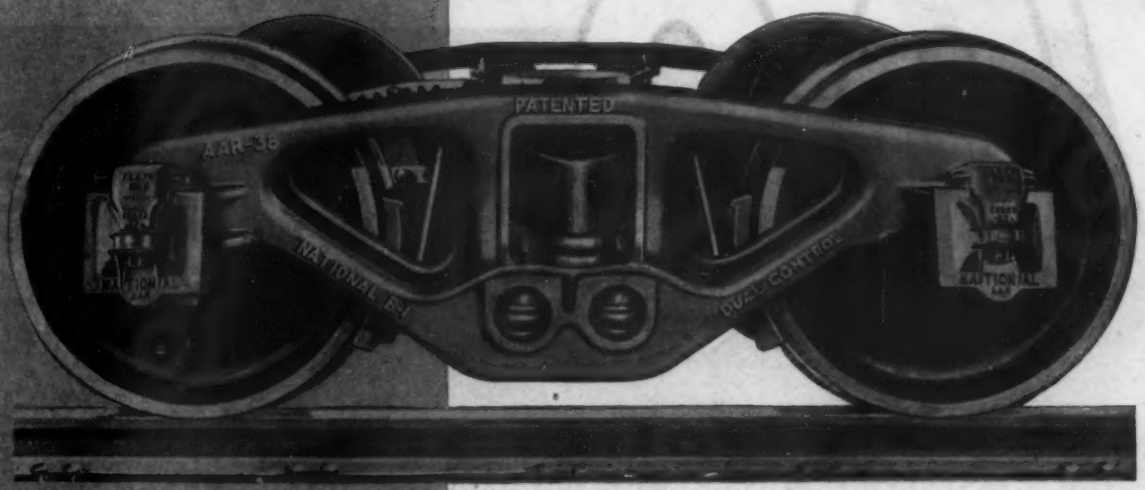
Good as these hangers were in 1928, Schaefer Loop Hangers of today are better because they are forged to conform to more advanced practices and quenched within a more closely controlled temperature range.

Schaefer EQUIPMENT COMPANY

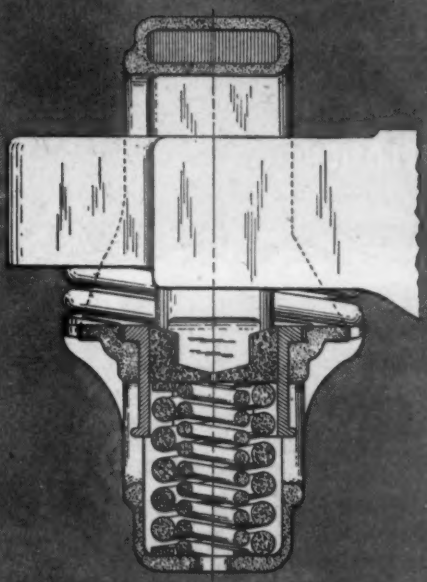
KOPPERS BUILDING • PITTSBURGH, PA.


LOOP, "U" AND STIRRUP TYPE BRAKE BEAM HANGERS
TRUCK, CYLINDER AND FLOATING LEVERS
TRUCK LEVER CONNECTIONS
BRAKE ROD JAWS
WEAR PLATES
BRAKE SHOE KEYS

A Smooth Ride



Springs are protected.
Spring Plates are eliminated.
Maintenance cost is low.



Section Thru Control Unit
Two Control Units in each frame

Full protection of cars and lading, rails and roadbed, is essential for economical railroad operation.

A smooth riding car relieves the car and contents from damaging vibrations and shocks, reduces wear on track and car structure, and greatly lengthens the life of equipment.

The National B-1 Truck is equipped with four built-in friction units which control both vertical and horizontal oscillations. No separate snubbers are necessary.

The frictional snubbing action is governed by the load carried, thus assuring a smoother riding car whether light or loaded.

Specify National B-1 Trucks with Dual Control

They meet all A.A.R. requirements

NATIONAL MALLEABLE AND STEEL CASTINGS CO

General Offices: CLEVELAND, OHIO

Sales Offices: New York, Philadelphia, Chicago, St. Louis, San Francisco

Works: Cleveland, Chicago, Indianapolis, Sharon, Pa., Melrose Park, Ill

Canadian Representative: RAILWAY AND POWER ENGINEERING CORPORATION, LTD., *Toronto and Montreal*

SYPHON LOCOMOTIVES

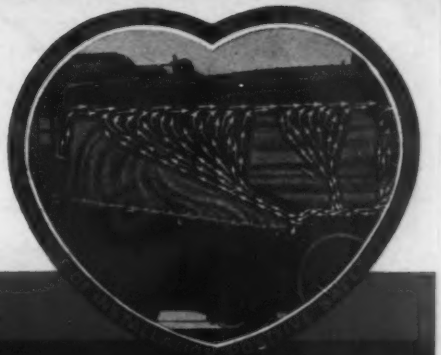
700 SYPHON BUILT BY

Seven hundred post war liberation locomotives built in the United States for French Railways are equipped with NICHOLSON THERMIC SYPHONS (2 each) to provide—

- MORE HEATING SURFACE
- MORE BOILER HORSEPOWER
- MORE ECONOMY IN FUEL AND MAINTENANCE
- MORE BOILER WATER CIRCULATION
- COMPLETE PROTECTION FROM BOILER EXPLOSION

NICHOLSON THERMIC SYPHONS ARE A PRODUCT OF

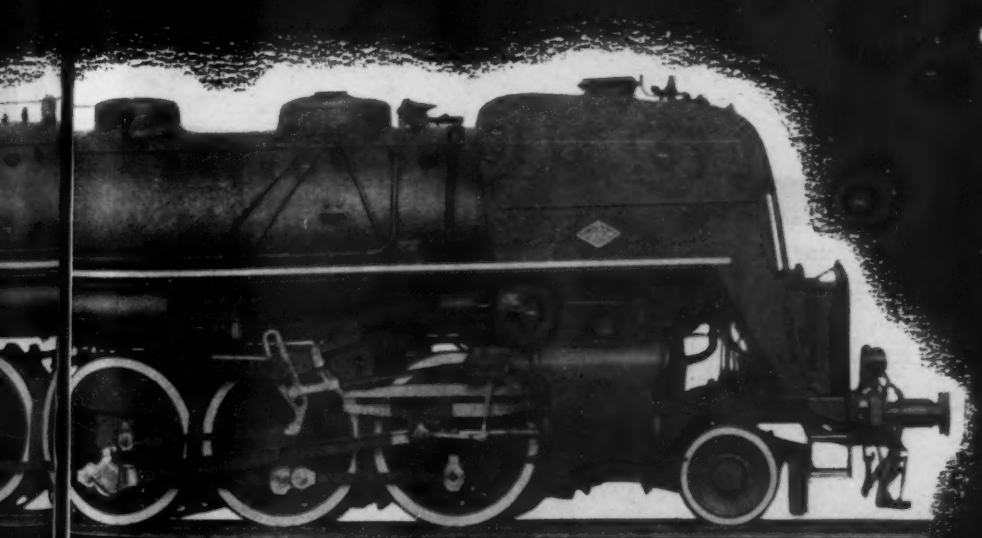
ARE BETTER...



EQUIPPED TYPE 2-8-2 LOCOMOTIVES

AMERICAN BUILDERS FOR THE FRENCH RAILWAYS

The principal railroads in France have had a number of years' experience with Syphons in over 200 locomotives. Extensive applications were made after exhaustive tests under the jurisdiction of S.N.C.F. engineers of international standing and after observation in actual service over a long period of time. For some years, until interrupted by the war, they were rapidly installing Thermic Syphons as a standard application.



SOCIETE NATIONALE
DES CHEMINS
de fer FRANCAIS

Locomotive Firebox Company

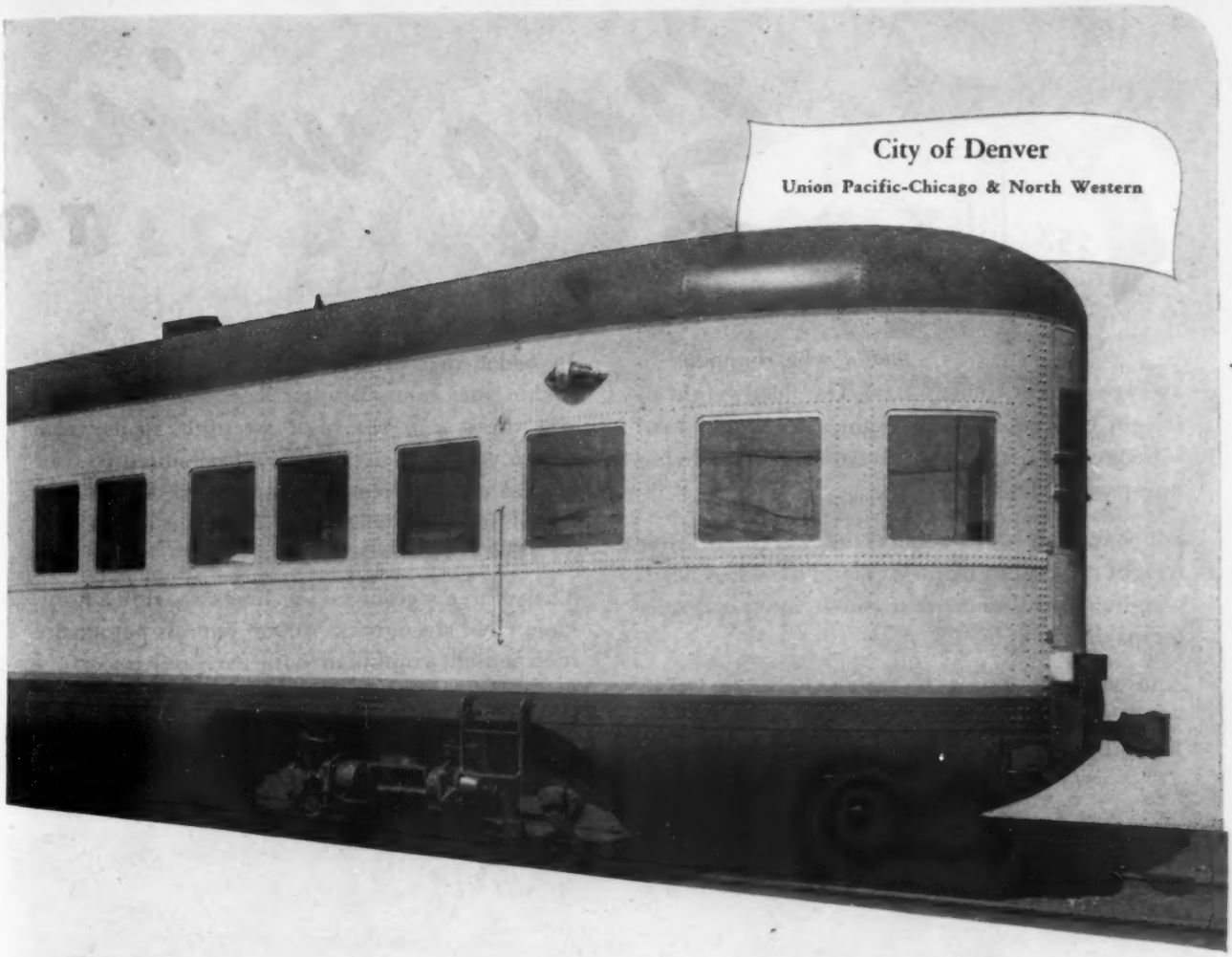
PHILADELPHIA CHICAGO MONTREAL

16 years work done in 8 years

...without a shopping

Pullman-

CHICAGO • NEW YORK



Each Union Pacific-Chicago & North Western "City of Denver" streamliner . . . built by Pullman-Standard . . . reeled off 1048 miles per day from 1936 to 1944 . . . without a shopping. This performance is about twice the job normally done by passenger equipment.

It is another fitting testimonial to the stamina of design and construction by Pullman-Standard.

86 YEARS OF SERVICE TO THE RAILROADS

Standard CAR MANUFACTURING COMPANY

CLEVELAND • WASHINGTON, D. C. • PITTSBURGH • BALTIMORE • BIRMINGHAM • WORCESTER, MASS.

San Francisco Sales Representative, Mark Noble

Stop using TO

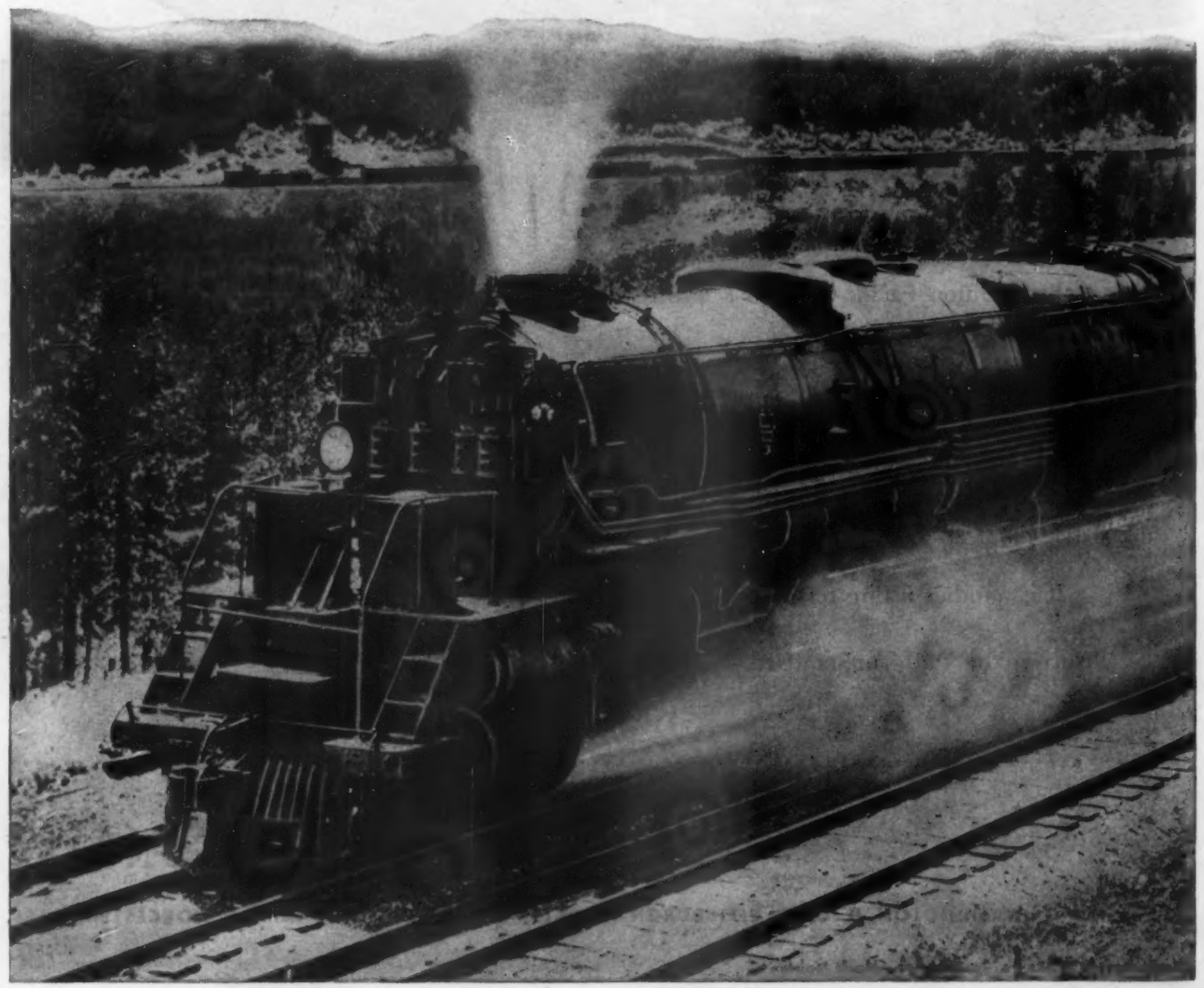
That's what happens in average freight traffic today. The deadweight of freight cars equals the weight of their pay load—hence, half of the power is consumed in moving non-paying deadweight.

Suppose you could reduce the weight of your freight car bodies by 25%. You'd have less deadweight to haul—and that much more capacity for paying freight.

And you can do it by using Republic High Strength Steels *throughout* your freight car bodies. 10 years of experience has proved it.

In order that car designers and builders may obtain maximum results, Republic now offers you three *different* high strength steels from which you can select the one best suited to your particular requirements—Republic ALDECOR, Republic COR-TEN and Republic DOUBLE STRENGTH.

These three weight-saving steels provide a minimum yield strength of 50,000 pounds per square inch which, combined with essential resistance to atmospheric corrosion, permits the use of thinner and smaller sections without sacrifice of service life. Because of certain variations in



half of your power

PULL DEADWEIGHT

other properties, one of these steels probably will meet a specific need more efficiently and economically than either of the other two.

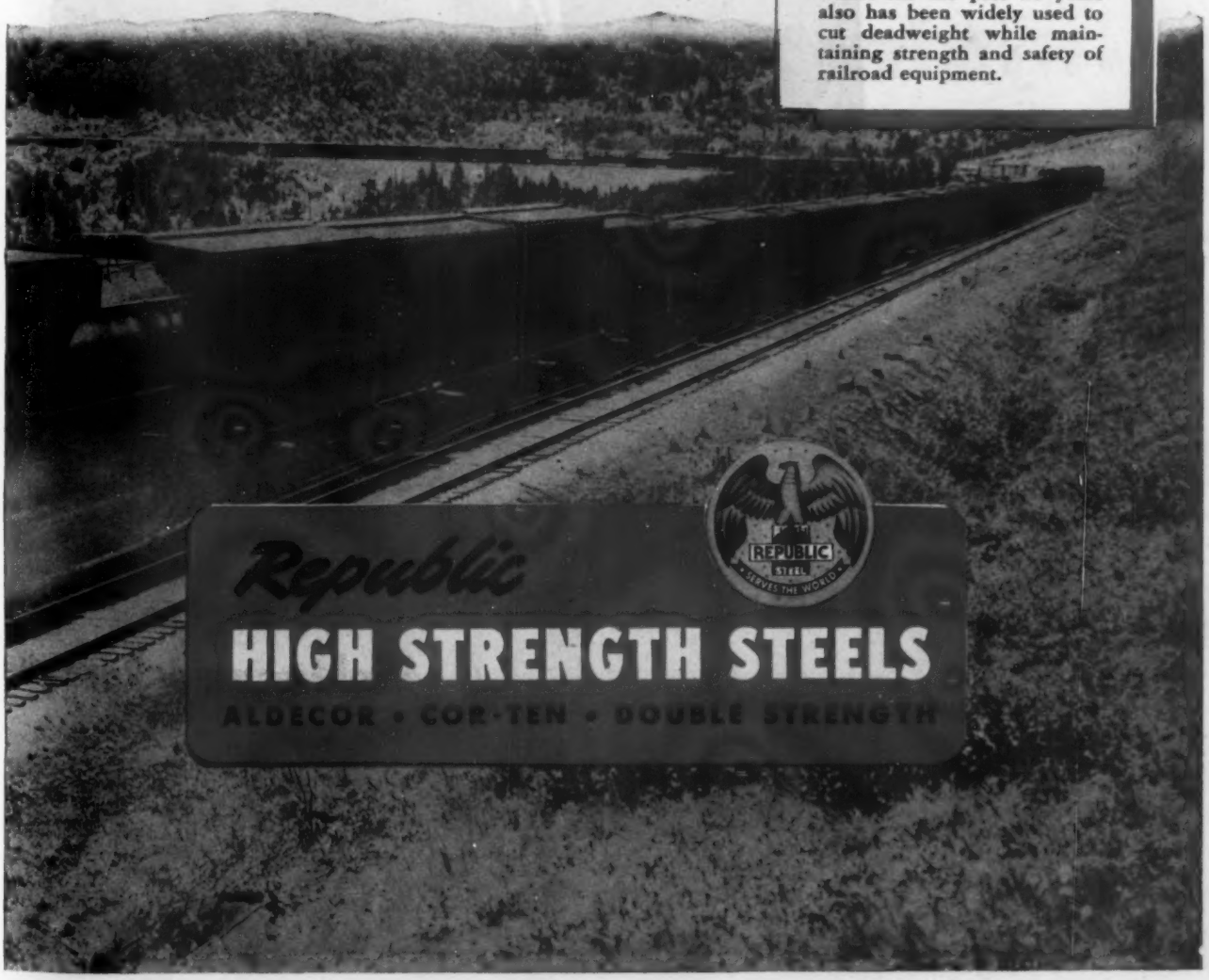
Thousands of new freight and passenger cars are needed to replace those too cumbersome and obsolete for profitable service. Make sure your new cars are profit-producers—free from excess deadweight—capable of carrying more pay load—able to take rough service "on the chin"—and low in maintenance costs—by specifying Republic High Strength Steels.

REPUBLIC STEEL CORPORATION
GENERAL OFFICES • • CLEVELAND 1, OHIO
Export Department: Chrysler Building, New York 17, New York

REPUBLIC ALDECOR
The latest development in high strength steels—the result of experience gained in ten years of high strength steel production and application—and possessing superior welding and forming characteristics.

REPUBLIC COR-TEN
Now celebrating the tenth anniversary of equipment made from it, COR-TEN has proved itself to be a dependable weight-reducing material for all types of railroad rolling stock.

REPUBLIC DOUBLE STRENGTH
A low-cost, high strength steel which for the past 10 years also has been widely used to cut deadweight while maintaining strength and safety of railroad equipment.



Bendix
V.H.F.
Radio
760
Dual Frequency Range*

costs less to buy— operate— maintain

Money-saving features of Bendix V.H.F. (Very High Frequency) Radio—built especially for railroads—greatly reduce the over-all system cost for practical railroad communications.

The same equipment is used both for end to end and wayside to train communications—no expensive duplication of equipment is necessary. For a given capital investment more V.H.F. installations can be made than any other type of Railroad Communication.

Bendix V.H.F. Radio requires *very* low power output. That's because its range depends on antenna height—not on power—and because atmospheric noise to be overcome is negligible at *Very High Frequencies.*

As a result, Bendix V.H.F. equipment is compact, saves valuable space, and weighs very little—simplifies the engine and caboose power supply problem.

Sealed construction prevents damage from dust or fumes—reduces maintenance to a minimum.

You can find out how Bendix V.H.F. Radio will simplify *your* Railroad Communication operation—yard and terminal, end to end, or wayside to train. Just write to Bendix Radio—first to mass produce V.H.F. communication equipment for the Army Air Forces.

Typical Bendix foresight has provided equipment designed for ready conversion from 152-162 Mc. to 186-216 Mc. should future conditions make this change necessary for yard and terminal operation.
BENDIX RADIO DIVISION • BALTIMORE 4, MARYLAND
BENDIX RADIO
Bendix
AVIATION CORPORATION

Stop Coil Springs from jitterbugging!

★ This is what Oscillation Curves prove about the movement of your coil spring groups in operation.

A. A. R. STANDARD SPRING GROUP WITHOUT HOLLAND SNUBBERS

HOLLAND SNUBBER SPRING AND 3 A. A. R. SPRINGS

Style A-6-A Holland *Volute* Snubber Springs

HOLLAND COMPANY

332 SOUTH MICHIGAN AVENUE, CHICAGO, ILLINOIS

TRUCKS INVADE THE HARVEST FIELDS

With trucks rapidly coming into their own on the agricultural front, the familiar hiss of Air Brakes is no longer foreign to the harvest fields ★ Here too, as in the more prosaic commercial applications of modern motor transportation, the unmatched dependability, flexibility and economies of genuine Bendix-Westinghouse Air Brakes shows to excellent advantage ★ But the many exclusive advantages of this "Safety Standard of the World" are by no means confined to brake control. The very presence of this system on any vehicle, automatically places at the disposal of the operator a potent power source for performance of many muscle and time-saving tasks. Loading and unloading barrels of potatoes, as illustrated here, is just one of the almost limitless possibilities the system makes possible ★ Commercial transportation can well observe the ever broadening scope of genuine Bendix-Westinghouse Air Control. Relative to the advantages you may be missing, it will pay you to contact your local authorized distributor or the manufacturer, today.

BENDIX-WESTINGHOUSE AUTOMOTIVE AIR BRAKE COMPANY . . . ELYRIA, OHIO

Bendix-Westinghouse

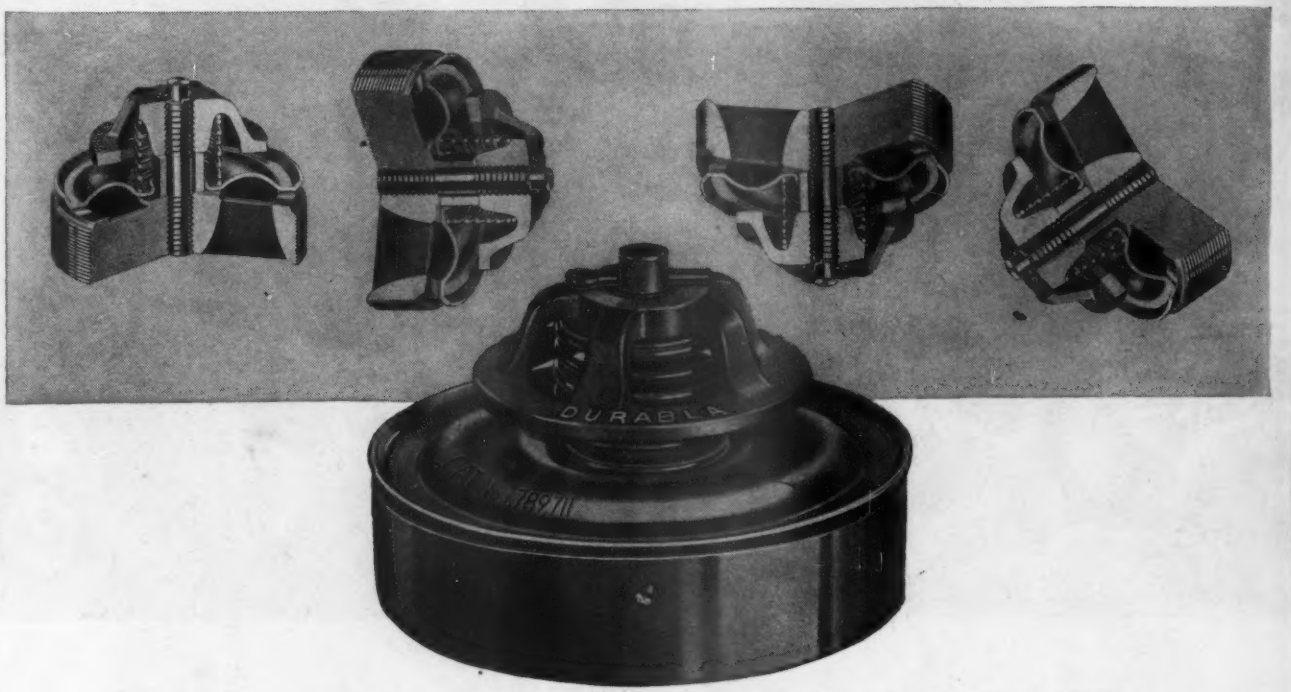
AIR BRAKES

AND PNEUMATIC CONTROL DEVICES

IT IS SIGNIFICANT THAT AMERICA'S FINEST MOTOR TRUCK FLEETS ARE EQUIPPED WITH BENDIX-WESTINGHOUSE AIR BRAKES

DURABLA

VALVES OPERATE IN ANY POSITION



The positive self-grinding, quick-closing DURABLA VALVE* for Pumps, Diesel Engines, and Compressors is the only valve which operates with equal efficiency and adaptability in any position. Designers and users requiring valve replacement can fit it into those tight inaccessible places with complete confidence in continued efficiency, freedom from any need for more than very infrequent inspection, compact design, and light weight.

Address DURABLA Engineering Department for Information and Bulletin; Reference 9A10

* Patent Numbers 2090486, 2117504

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AGE

SITION

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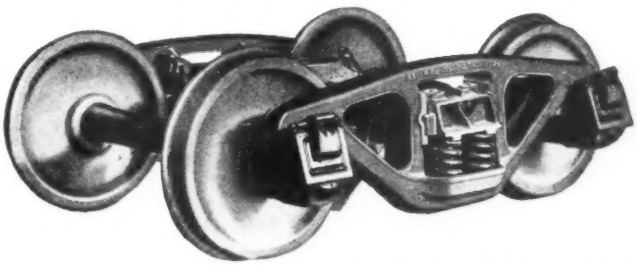
NY

The A.S.F. Ride-Control Truck (A-3) provides an easy ride, is safe, requires minimum maintenance—and yet is within the cost and weight range of the conventional freight-car truck.

MINT-MARK OF ⬡ FINE CAST STEEL

A·S·F *Ride-Control* TRUCK

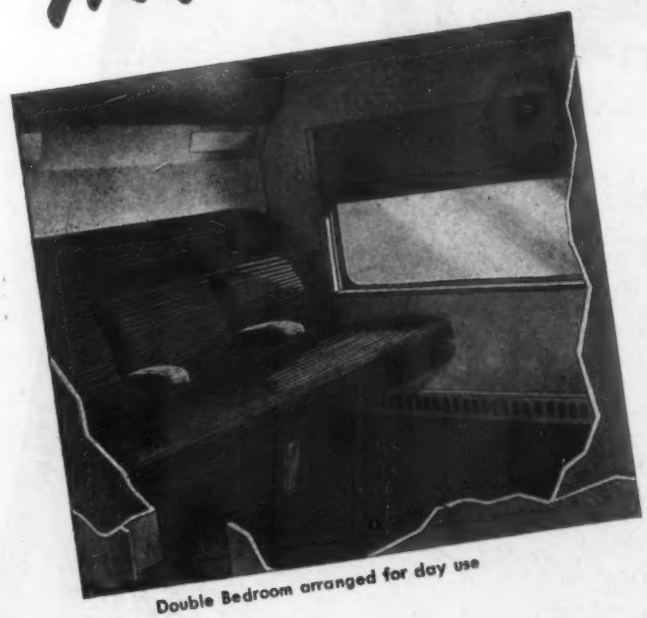


LONG SPRING TRAVEL · CONSTANT FRICTION CONTROL

AMERICAN STEEL FOUNDRIES

CHICAGO

INTRODUCING The new



Double Bedroom arranged for day use

Fully enclosed washing facilities with *shower bath*

Fully enclosed private toilet

Wide, unobstructed panorama window

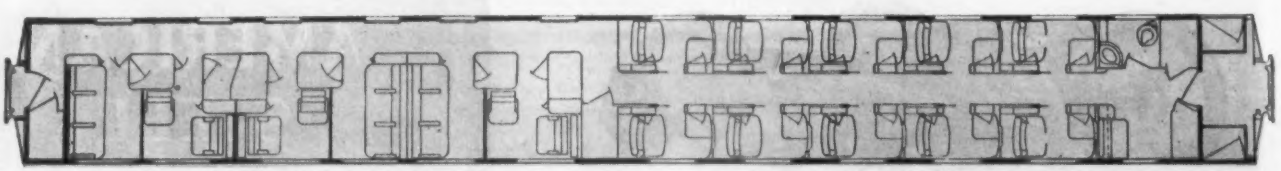
Both beds pre-made

Full length mirror

These new Double Bedrooms have conveniences and facilities never before available in accommodations of this type. The Bedrooms are of two types. To satisfy preferences as to position, the beds in alternate rooms are arranged lengthwise of the car; the others crosswise. All rooms are equipped with two full width, 6′4″ berths, pre-made and ready for use when lowered in position.

A distinguishing feature of this Budd design is the arrangement by which all obstructions are removed from the outer walls, permitting wide, 45″, panorama windows in each room and full leg room at the window seats.

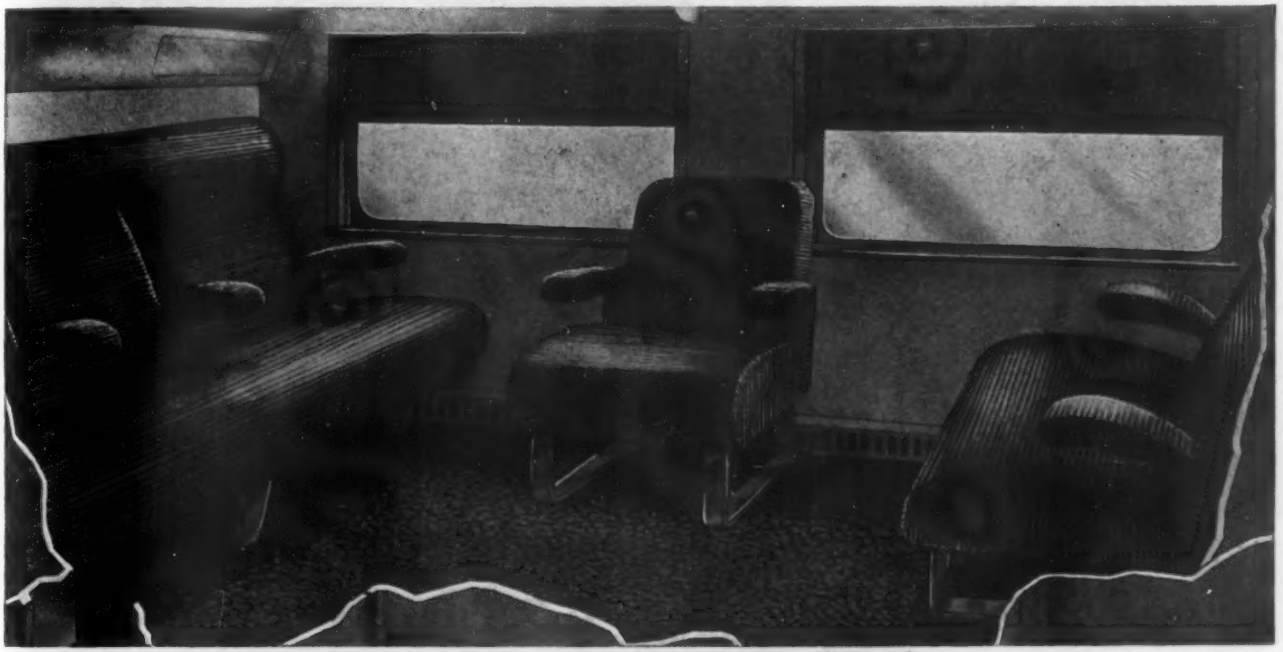
By folding a partition two Double Bedrooms are readily converted to a superior type Master Room with six seats for daytime and beds for four passengers. A Budd Stainless Steel car made up of Cabins and Double Bedrooms provides all-room accommodations with the flexible facilities for single, double and multiple occupancy. Edward G. Budd Manufacturing Company, Philadelphia, Pa.



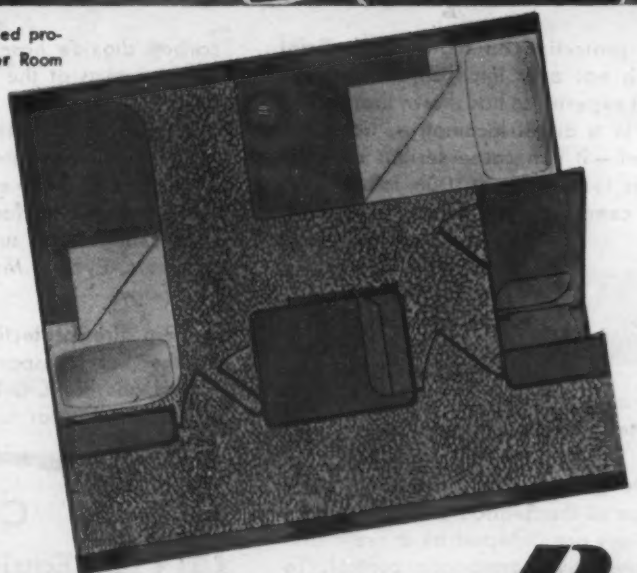
One typical floor plan of All-Accommodation Room Car containing Cabins and Double Bedrooms

DOUBLE BEDROOM
by Budd

AN OUTSTANDING ADVANCE IN LUXURY TRAVEL COMFORT



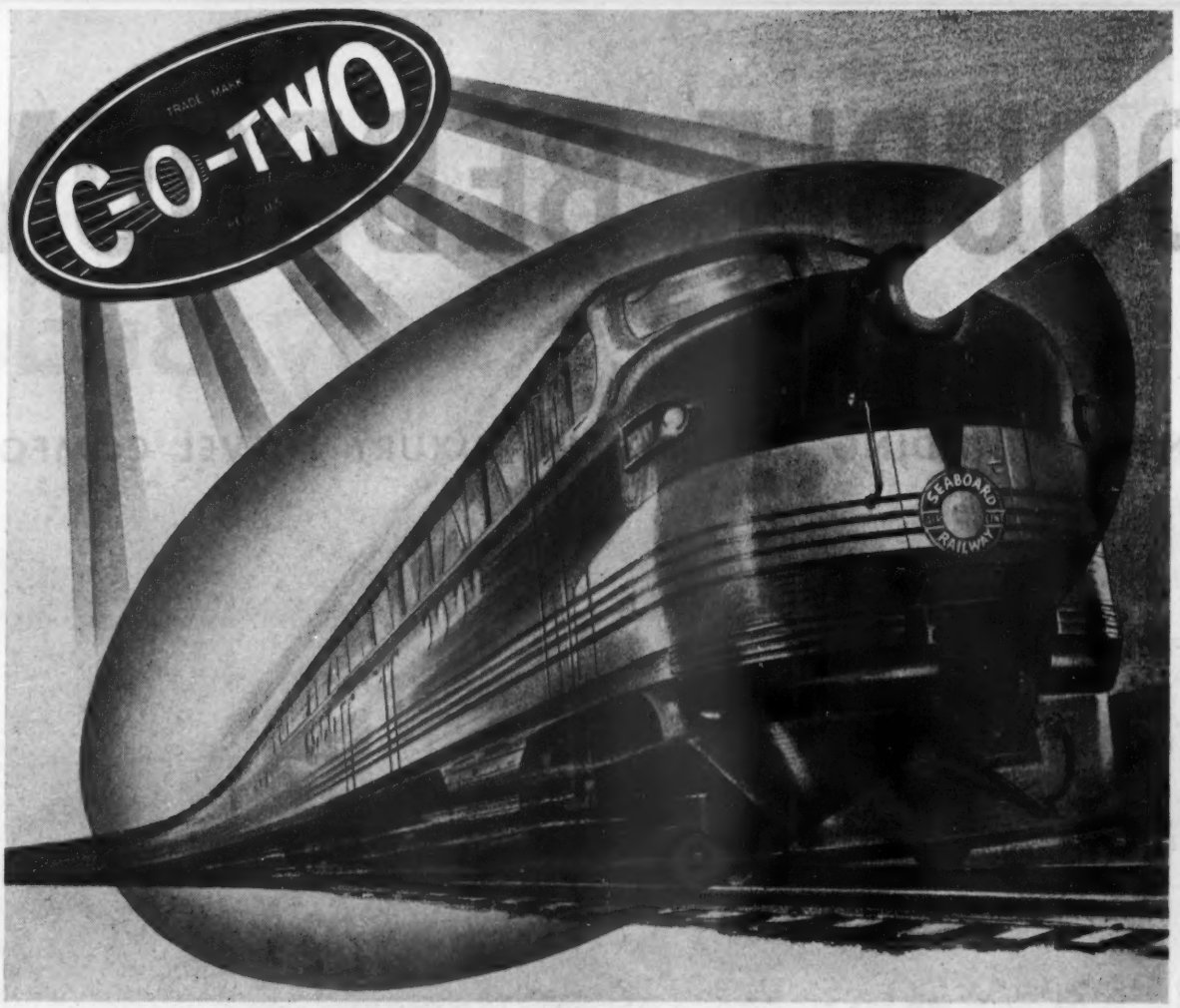
Two Double Bedrooms with partition folded provides a spacious apartment—The Master Room



Floor plan of The Master Room arranged for night use—there are four comfortable beds

EDWARD G. BUDD MANUFACTURING COMPANY Budd

PHILADELPHIA • DETROIT • CHICAGO • NEW YORK • ST. LOUIS • SAN FRANCISCO • WASHINGTON



Modern Seaboard Diesel Engines . . . Protected by Modern C-O-Two

Modern fire protection on high speed diesel locomotives is not only imperative, it's good business. Past experience has shown that should a fire occur in a diesel locomotive, travelling at high speed — it can cause serious damage and high loss to equipment. Due to the high speed, wind conditions are greatly increased, thus the fire spreads quickly, destroying valuable equipment. Adequate protection—quick detection and fast extinguishment of diesel engine fires is a must.

Smoke Detecting Unit

C-O-TWO engineers solved this problem to the satisfaction of the Seaboard Railway. Fires over the engines are detected by a fire alarm system operated by thermostatic control. To quickly extinguish fires in these areas two tanks of fast acting, non-damaging, non-conducting carbon dioxide are provided along with two carbon dioxide hose reel systems. Fires in parts of the engine-trucks, over fuel tanks and battery boxes are detected by the ever-alert C-O-TWO Smoke Detector. For these hazards, C-O-TWO equipment provides pressure for foam and water type extinguishers supplied by our affiliate, Pyrene Manufacturing Company.

Modern fire protection for diesel engines — whether for transportation or stationary jobs is another C-O-TWO development. Write today for full information.

C-O-Two
Fire Equipment Company
NEWARK 1 • NEW JERSEY

Sales and Service in the Principal Cities of United States and Canada

AFFILIATED WITH PYRENE MANUFACTURING COMPANY

BUTLER BUILT

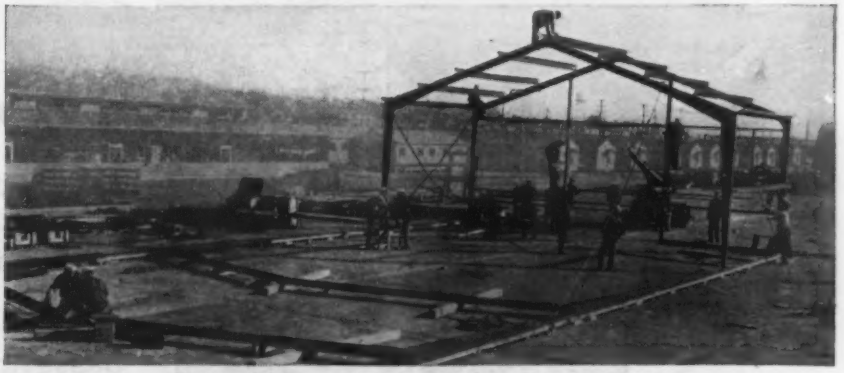
Rigid Frame
Trussless
STEEL BUILDING

After assembly on the ground, new (trussless) rigid frame sections are readily positioned.

NOW AVAILABLE IN STANDARD 40′ WIDTH, OPTIONAL LENGTHS

Maximum usable space by elimination of roof trusses; simplicity of erection, savings in materials and great strength in proportion to weight have won great popularity for Butler's new rigid frame buildings. To meet this demand with reasonably prompt delivery, mass production for the present is being concentrated on a standard 40′ width and 14′ height. Length is optional in multiples of 20′ sections. Buildings are equipped with 12′ sliding door, two windows and louvre ventilator at each end. Additional side windows may be specified.

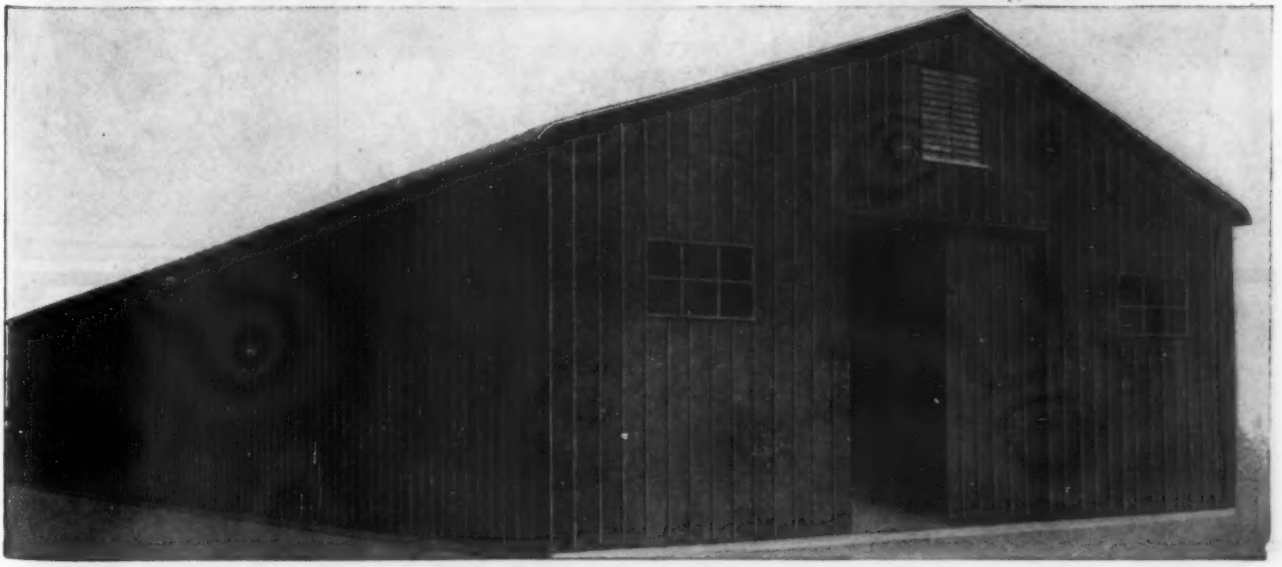
Many sizes and designs of prefabricated all-steel buildings are available in Butler conventional trussed-roof (either gable or round roof) buildings for almost any commercial or industrial use. Butler's "Steel Buildings" book is available for the asking.



Bolting of bracing and roof supporting members speedily completes assembly of frame.

Galvanized steel sheets, strengthened with deep-drawn shouldered ribs are speedily bolted to structural frame.

Absence of roof trusses gives clear head room, making possible the use of lower sidewalls.



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MANUFACTURING COMPANY
7334 East 13th St., Kansas City 3, Missouri
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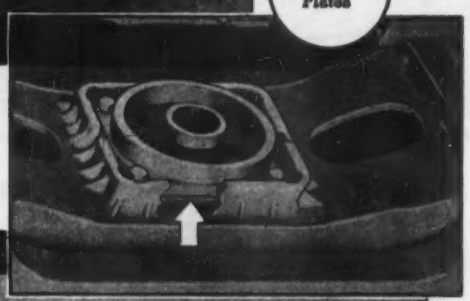
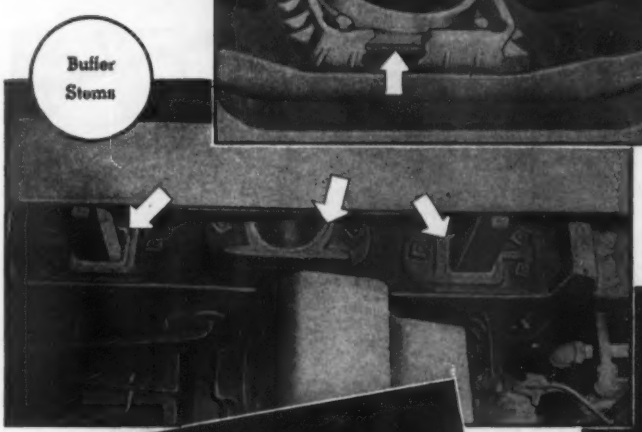
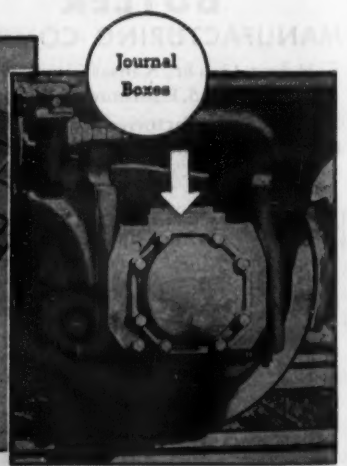
Passenger Cars... FABREEKA Equipped







Help You Provide the Utmost in Passenger Comfort

Use a truly compressible material to effect the utmost in passenger comfort and reduced maintenance.

Write for our Engineering Book: Fabreeka for Impact Shock, Vibration and Noise.

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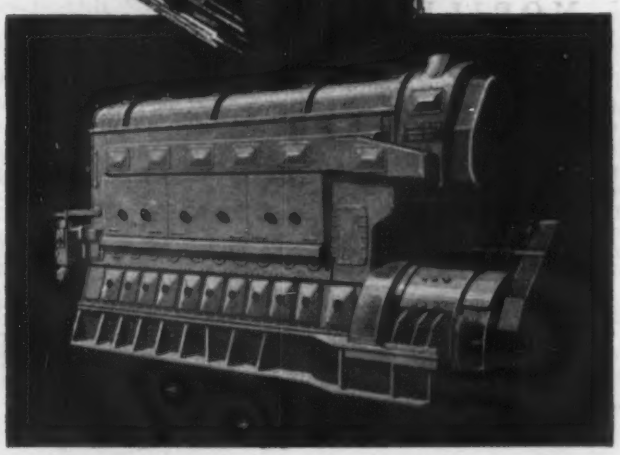
FABREEKA

Used in RAILWAY PASSENGER CARS, Trucks and Platforms . LOCOMOTIVES, Steam and Diesel Electric . TRACK CONSTRUCTION, on Bridges, Crossings, Curves, Turntables and Track Scales.

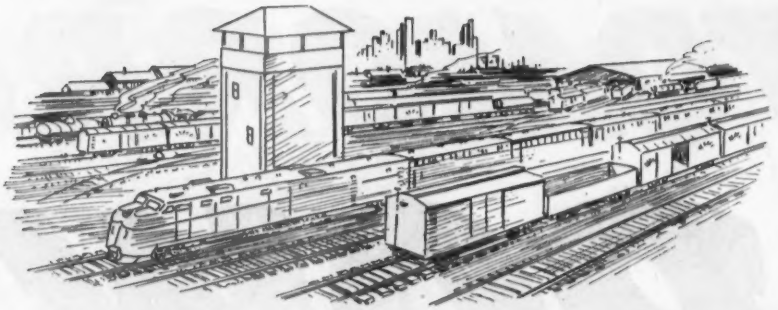
TOMORROW'S POWER TODAY!



It's the
Full-Power
Diesel Locomotive
by

FAIRBANKS-MORSE

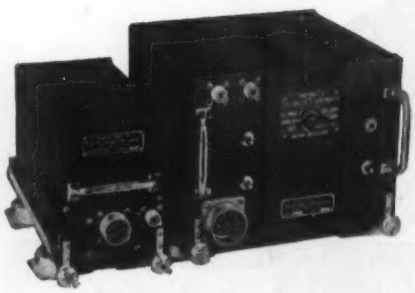
A name worth remembering



COMCO IS NOW DELIVERING RAILROAD FM RADIO CONTROL

No phone wires or carrier lines to go out in emergencies. FM space Railroad Radio Control, as engineered by COMCO, bores through to the head end from tower or caboose under adverse conditions. For high-line or classification yard work, you can count on COMCO units, engineered by men who have pioneered practical two-way transportation control for 16 years. And they are ready NOW for delivery.

Proven in Long Operational Tests



MOBILE 2-WAY UNITS

First in VHF! These two COMCO mobile units, engineered for use together and with the fixed equipments illustrated to the right, supply proven space radio control over remarkable distances. Frequency range: 152-162 Mc. 172-T FM *Transmitter* 10" x 12" x 9"; 13 pounds; required power supply available: 15 watts.

173-R FM Receiver 6" x 12" x 7½"; 7½ pounds. Matched to other COMCO units shown for dependable space radio operation.

Write for Complete Details

FIXED 2-WAY UNITS

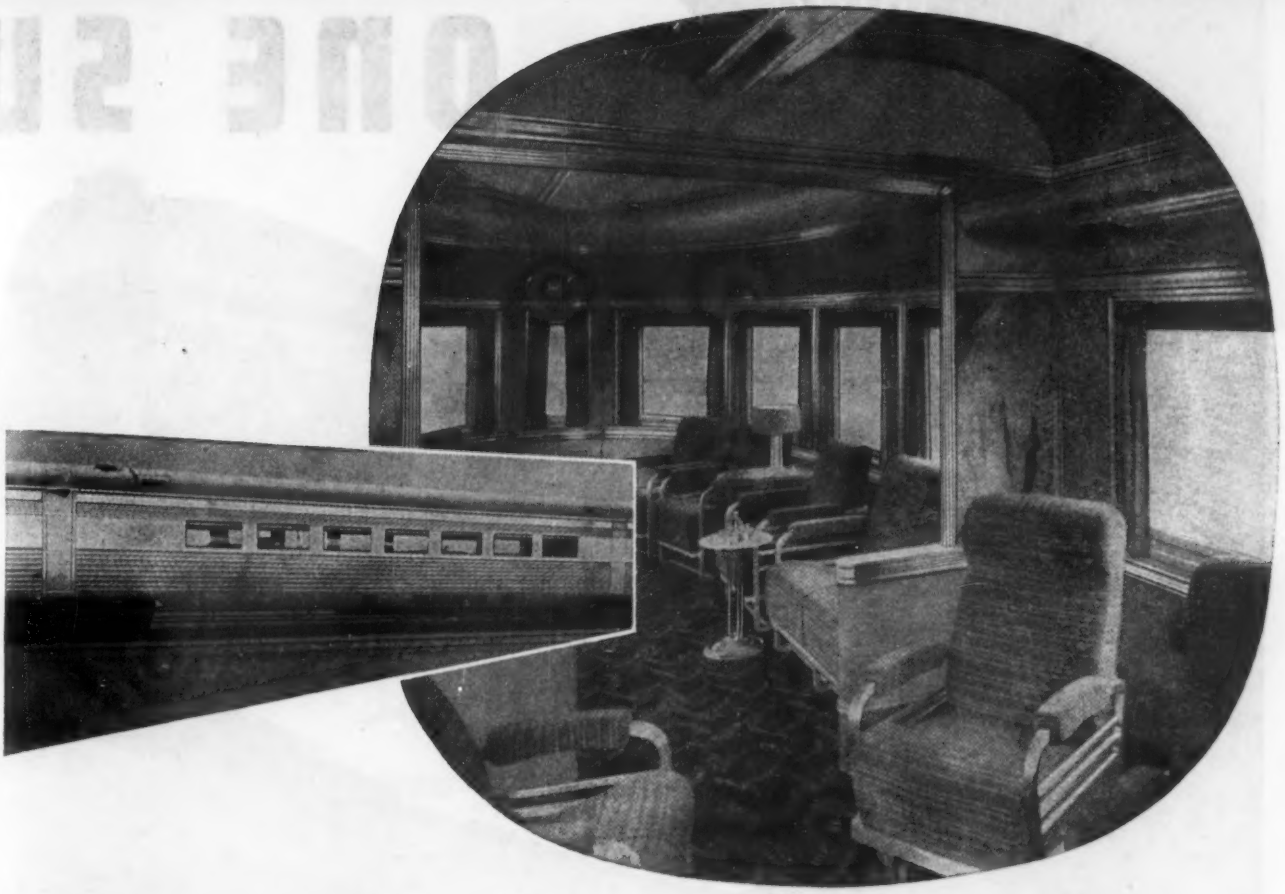
Frequency Range: 152-162 Mc. 170-2C FM *Transmitter* 48" x 23" x 18". Readily accessible. Designed specifically for fixed-station transportation transmitting work, and demonstrated over very difficult rights of way.

132-3R FM *Receiver* 14½" x 19" x 5¼". Matched for precise working of mobile units and, like all COMCO equipment, protected from shock, and the effects of temperature and humidity extremes.

MANUFACTURERS OF RADIO & ELECTRONIC EQUIPMENT

COMMUNICATIONS COMPANY, Inc.

CORAL GABLES 34, FLORIDA



This is Important when you buy

COLD-ROLLED STAINLESS SHEETS

All stainless steel cold-rolled sheets for car sheathing and interior decoration have much in common. They are rustless and they possess high strength. But frequently there is one important difference—the *finish*.

DENSE, UNIFORM SURFACE

Armco's methods of cold rolling stainless steel sheets assure a dense, uniform surface that makes fabrication easier and insures highly attractive cars and parts of all kinds.

ADVANTAGES IN FABRICATING

This dense surface has many advantages in fabricating operations. Even when unpolished it has a beautiful, uniformly smooth finish. When a highly lustrous and reflective surface is wanted for interior decorative trim, the fine-grain of ARMCO 2B finish is especially advantageous in polishing work. Costs are lower because fewer grinding operations are needed.

Armco's rolling practices also assure stainless sheets that are freer from coarsening or "orange peeling" when deep drawn or formed severely.

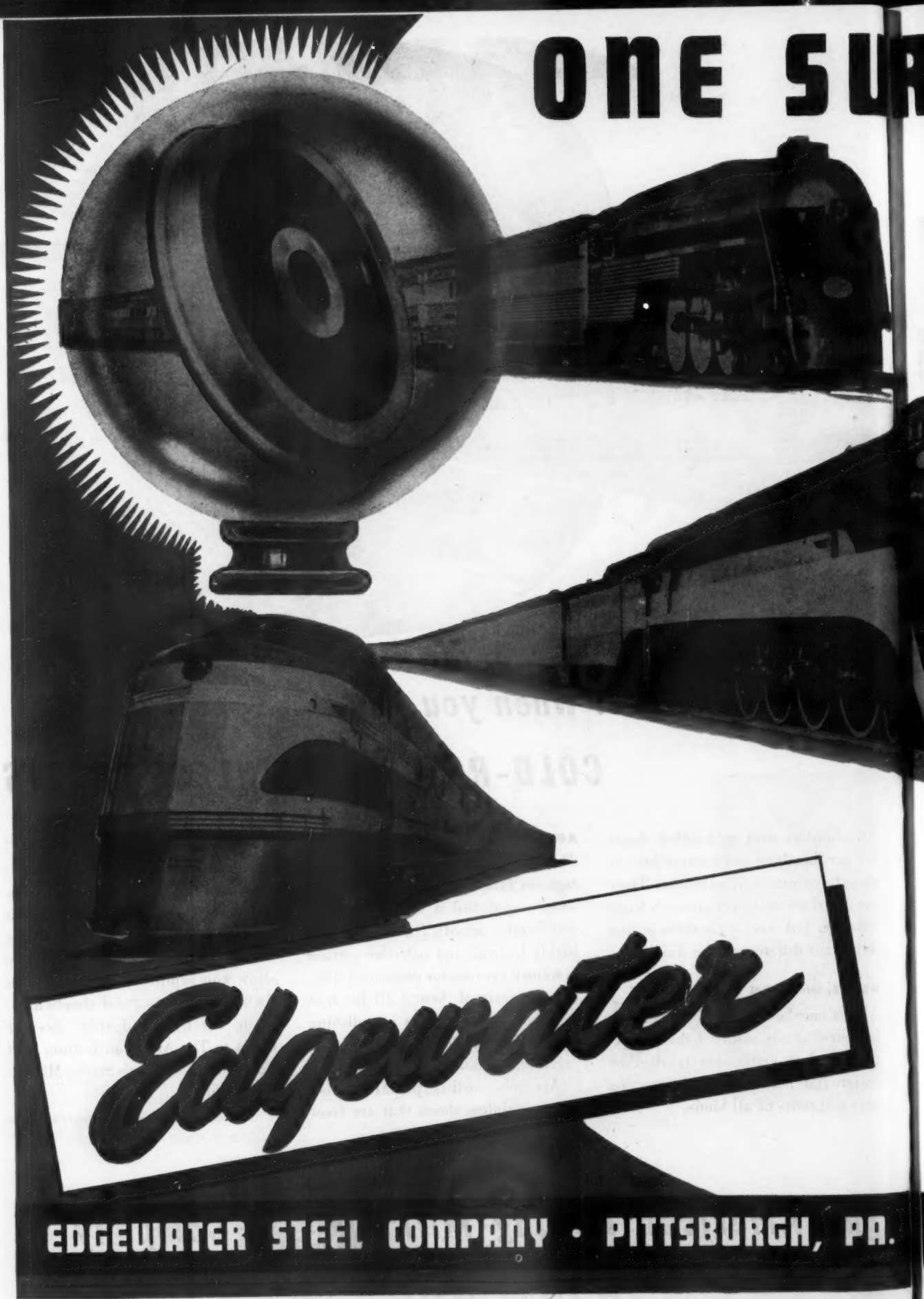
Get all the facts about this fine-grained rustless steel the next time you plan to use stainless for car sheathing or decorative trim. Better still, let us show you samples of 2B finish on ARMCO Stainless Steel sheets now. Write our nearest district office, or direct to The American Rolling Mill Company, 2891 Curtis Street, Middletown, Ohio.

Export: The Armco International Corporation

The American Rolling Mill Company

STAINLESS ARMCO STEEL

SPECIAL-PURPOSE SHEET STEELS


ONE SU
Edgewater
EDGEWATER STEEL COMPANY · PITTSBURGH, PA.

URE PREDICTION -

About Trains of Tomorrow

EVEN with the aid of a crystal ball, it is difficult to envision the luxury and convenience which the railroads will offer tomorrow's travelers.

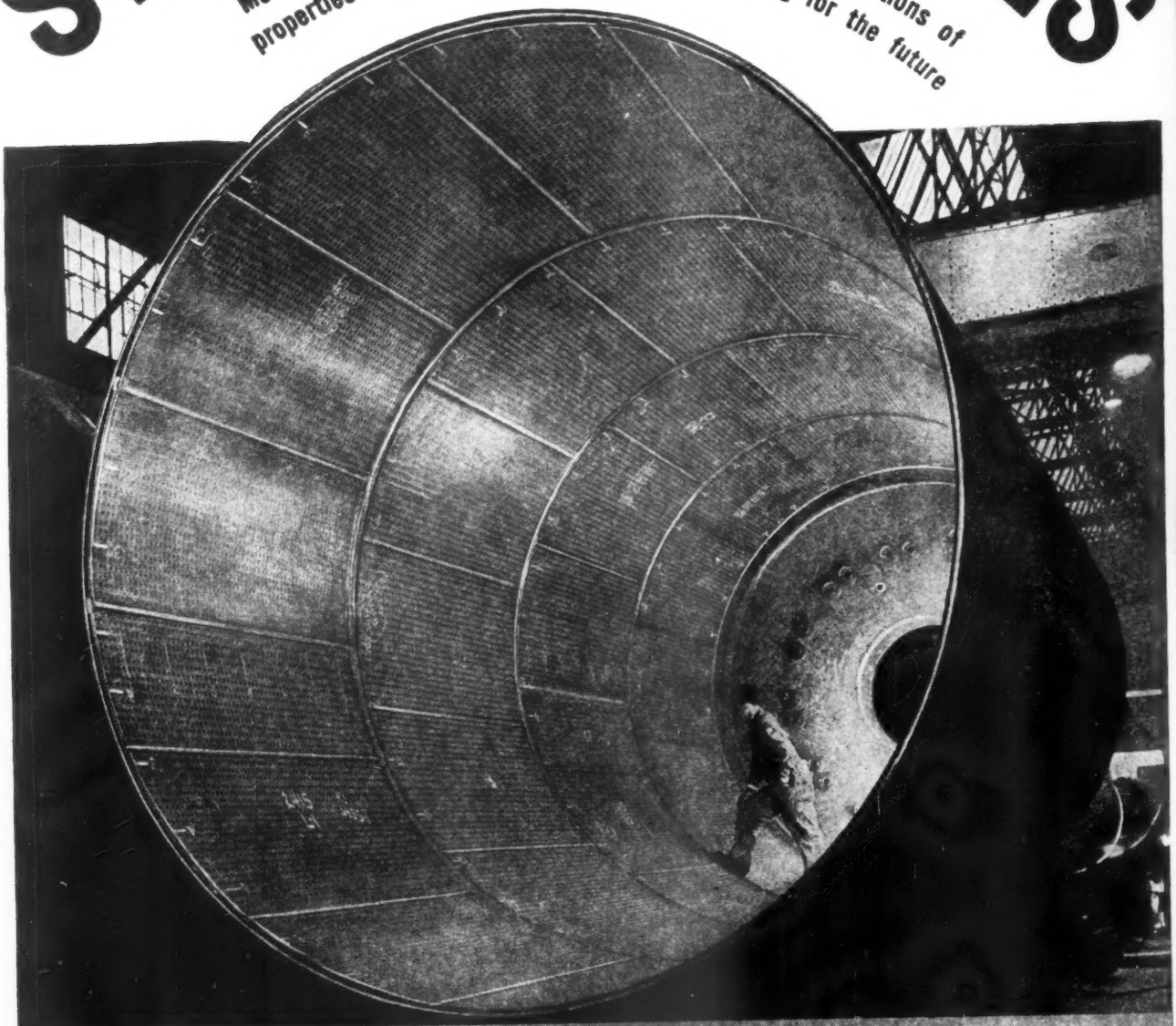
The trend to faster service and heavier loads is not new. Transportation progress in the past 25 years has required constant development of better technique in wheel manufacture. Edgewater's experience in improving their process to produce better and better wheels has resulted in perpetual progress in methods. Railroads are thus assured that the quality of Edgewater wheels will match the super-speed of tomorrow's trains.

ROLLED STEEL WHEELS

Atlanta, Ga. Baltimore, Md. Boston, Mass. Chicago, Ill. Cleveland, O. Kansas City, Mo. Louisville, Ky. New York, N.Y. Philadelphia, Penna. St. Louis, Mo. St. Paul, Minn. San Francisco, Calif. Seattle, Wash. Washington, D. C.

STAINLESS STEELS

Most versatile of modern metals... their unique combinations of properties merit your consideration in designing for the future



The commonly used chromium-Nickel type stainless steel that lines this fractionating column possesses natural immunity to rust and corrosion under virtually all oxidizing-acid conditions. Its resistance to creep, scale or oxidation at high temperatures assures long economical operation. Built by A. O. Smith Corporation, Milwaukee, this column, including the top section, exceeds 125' in length.

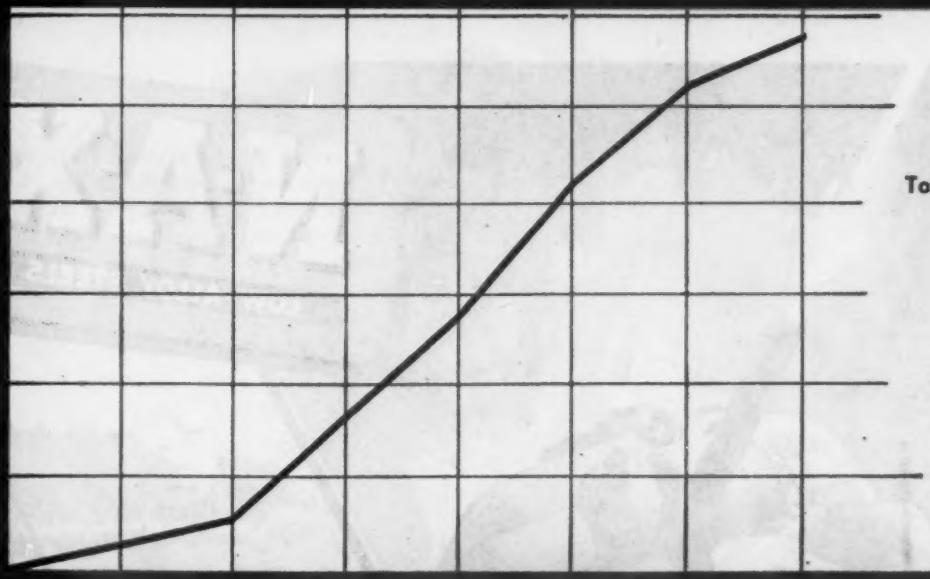
* * *

International Nickel are miners, smelters and refiners of Nickel, an important ingredient of the stainless steels, but do not produce stainless steels. If interested, please communicate with established sources of supply for stainless steels.

THE INTERNATIONAL NICKEL COMPANY, INC. 67 Wall Street New York 5, N. Y.

B

N. Y.
Passen



Build Your Next New Tenders with
COMMONWEALTH TENDER BEDS

Here's *convincing proof* of the outstanding advantages of Commonwealth Cast Steel Tender Beds, for each year since their introduction in 1939 sees an increasing number of locomotives with this advanced type of tender construction.

Only tenders with Tender Beds provide:

- ***Greater capacity within fixed limits of size***
- ***Less weight per gallon capacity***
- ***Larger diameter wheels—lower center of gravity***
- ***Greater reliability and lower maintenance costs***

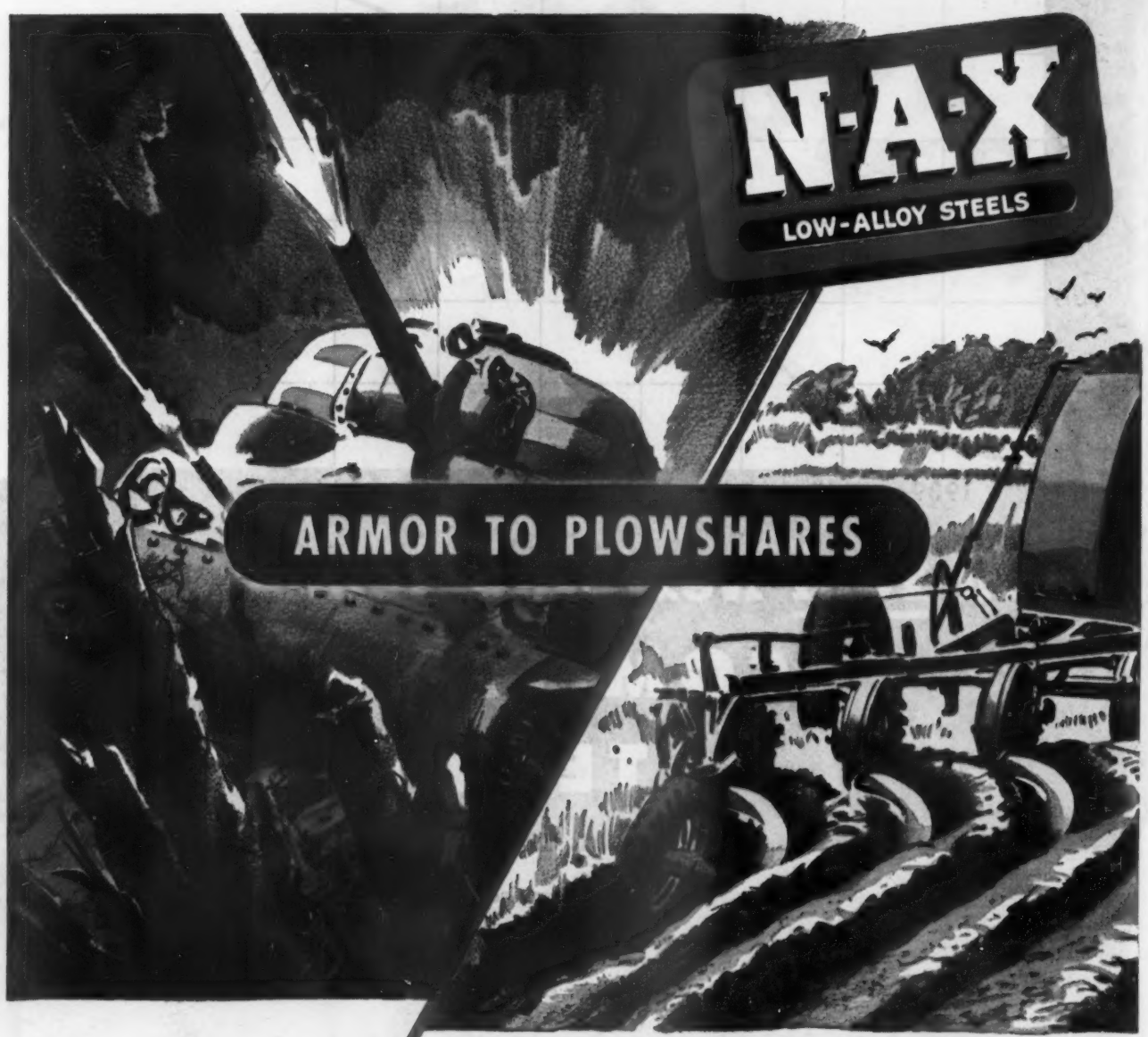
These tenders are making history carrying heavy loads on fast schedules.

N. Y. C.'s NEW NIAGARA TYPE
Passenger or Freight Locomotive.

Tender Capacity:
18,000 gallons water
46 tons coal.

GENERAL STEEL CASTINGS

EDDYSTONE, PA. GRANITE CITY, ILL.



It has already happened. . . . One of the fine-grained N-A-X low-alloy steels — steels that have provided armor for tanks and landing craft, frames for all jeeps, and vital parts for scores of fighting vehicles — has been "beaten into plowshares" to produce priority equipment for agriculture.

The particular steel was N-A-X 9120, a carburizing grade. Its ready response to carburization and heat-treatment is utilized to produce a farm implement that is "tough to the core" and that has the required surface hardness to resist abrasion and wear.

The conversion of an N-A-X low-alloy steel from tools of war to tools of peace is not surprising . . . just prophetic. For the same wide range of desirable properties that made these fine-grained steels a great military material recommends their use in civilian products.

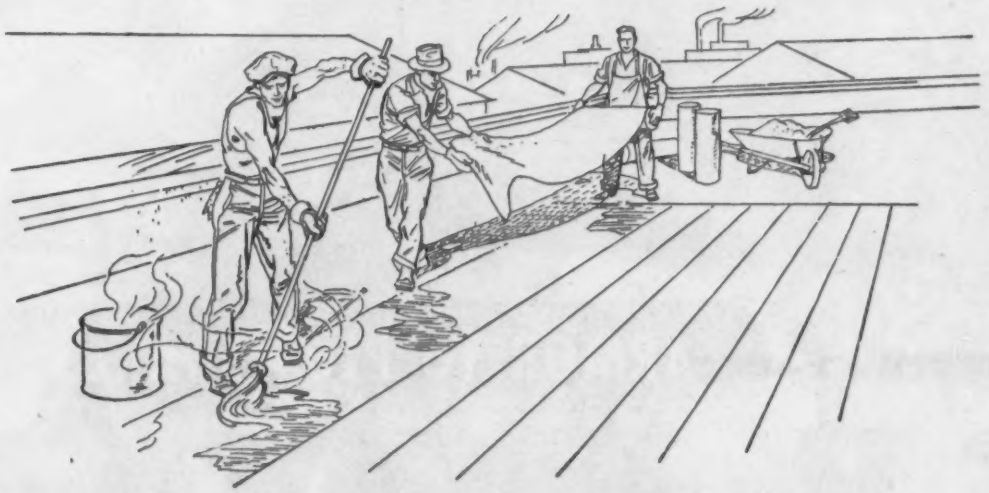
GREAT STEELS FROM GREAT LAKES

GREAT LAKES STEEL
Corporation

N-A-X ALLOY DIVISION • DETROIT 18, MICHIGAN
UNIT OF NATIONAL STEEL CORPORATION

The Roof of Tomorrow was here Yesterday

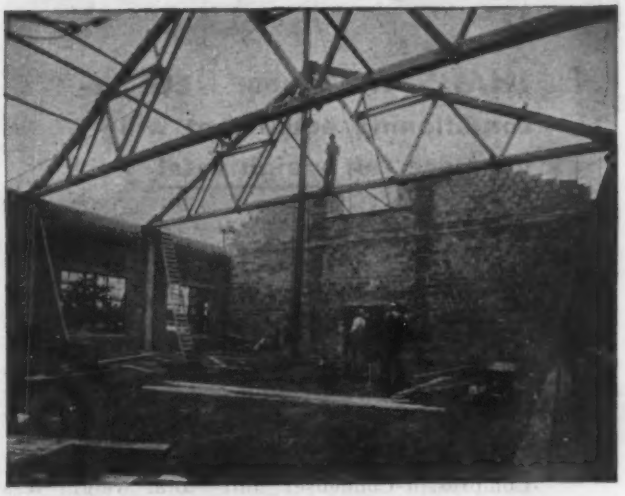
Some of the finest roof records for long life and lack of expense have been built up over the past half century by roofs of coal tar pitch. In spite of the many improvements which have been discovered or developed during the war, no one has been able to find any roofing that is better able to withstand years and weather than these coal tar materials. That is why so many "roofs of tomorrow" are being built of Koppers Coal Tar Pitch and felt.



KOPPERS AND THE RAILROADS

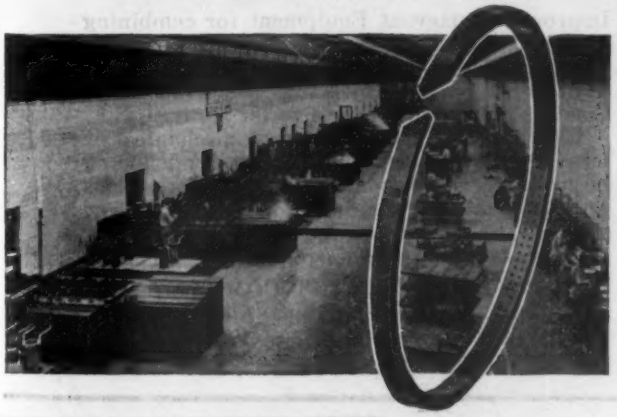
It Costs Railroads $90,000,000 a Year to Maintain Buildings

In many places in railroad buildings, timber pressure treated with creosote or salts treatments can make buildings and other structures last longer and therefore cut down that big annual maintenance bill. Let us send you the booklet "Economical and Permanent Construction With Pressure-Treated Wood."



KOPPERS

THE INDUSTRY THAT SERVES ALL INDUSTRY



Porus-Krome Process Greatly Increases Ring Life

This is the chrome plating department at the Baltimore plant of the American Hammered Piston Ring Division of Koppers, where the Porus-Krome (*) system is used. This patented system electroplates the outer surface of piston rings with a harder-than-steel porous chromium surface which permits oil to cling to the surface and keeps the cylinder walls lubricated. This has doubled and redoubled piston ring life and tripled cylinder life.

Van der Horst Process

KOPPERS COMPANY, INC., KOPPERS BLDG., PITTSBURGH 19, PA.

KOPPERS COMPANY, INC., Koppers Bldg., Pittsburgh 19, Pa.
Please send me these Koppers Booklets:

- ☐ Coal Tar Pitch Roofing Specifications
- ☐ Economical and Permanent Construction with Pressure-Treated Wood
- ☐ Sectional Bronze-Iron Packing for Locomotive Main Cylinders and Valves

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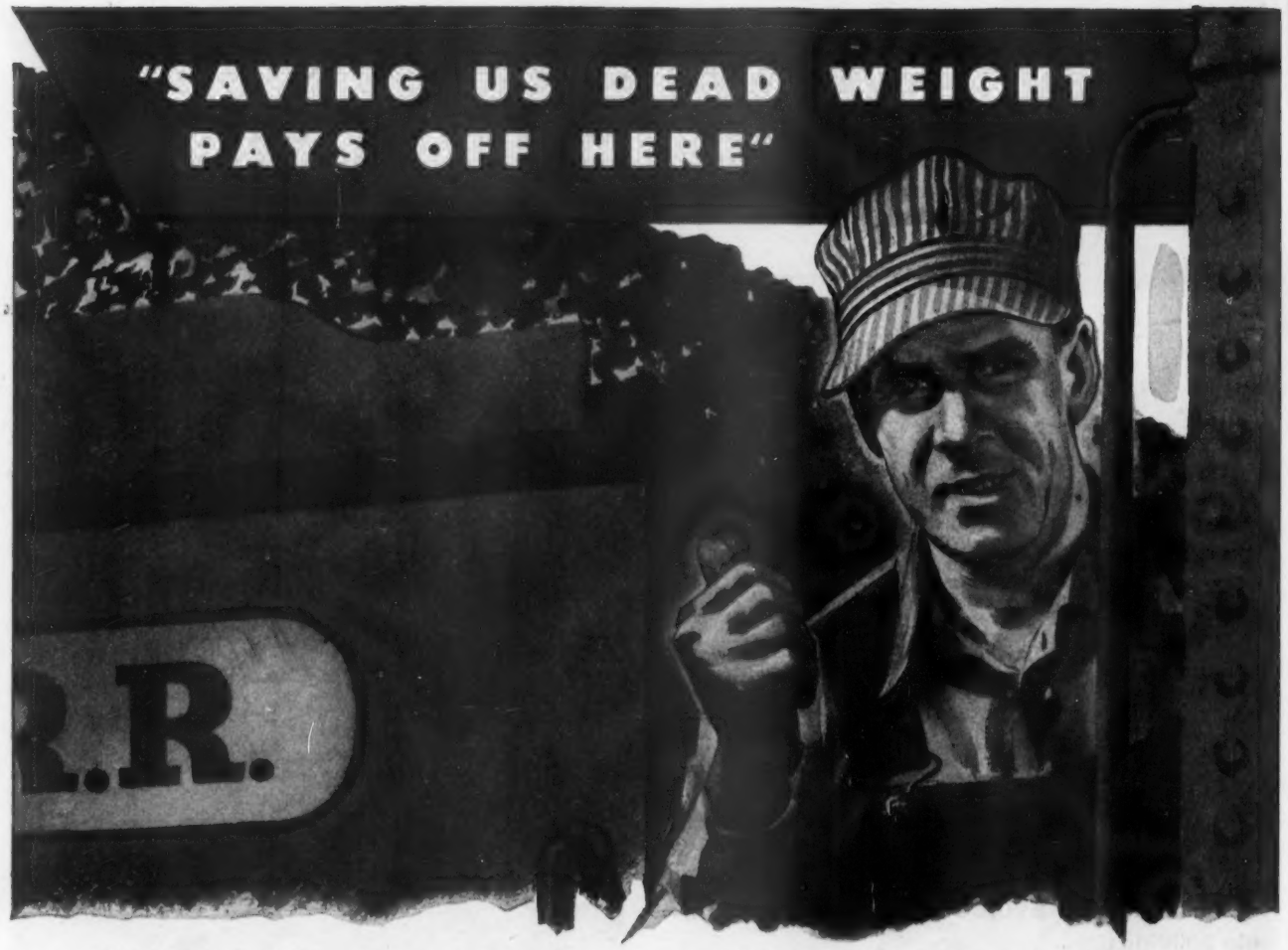

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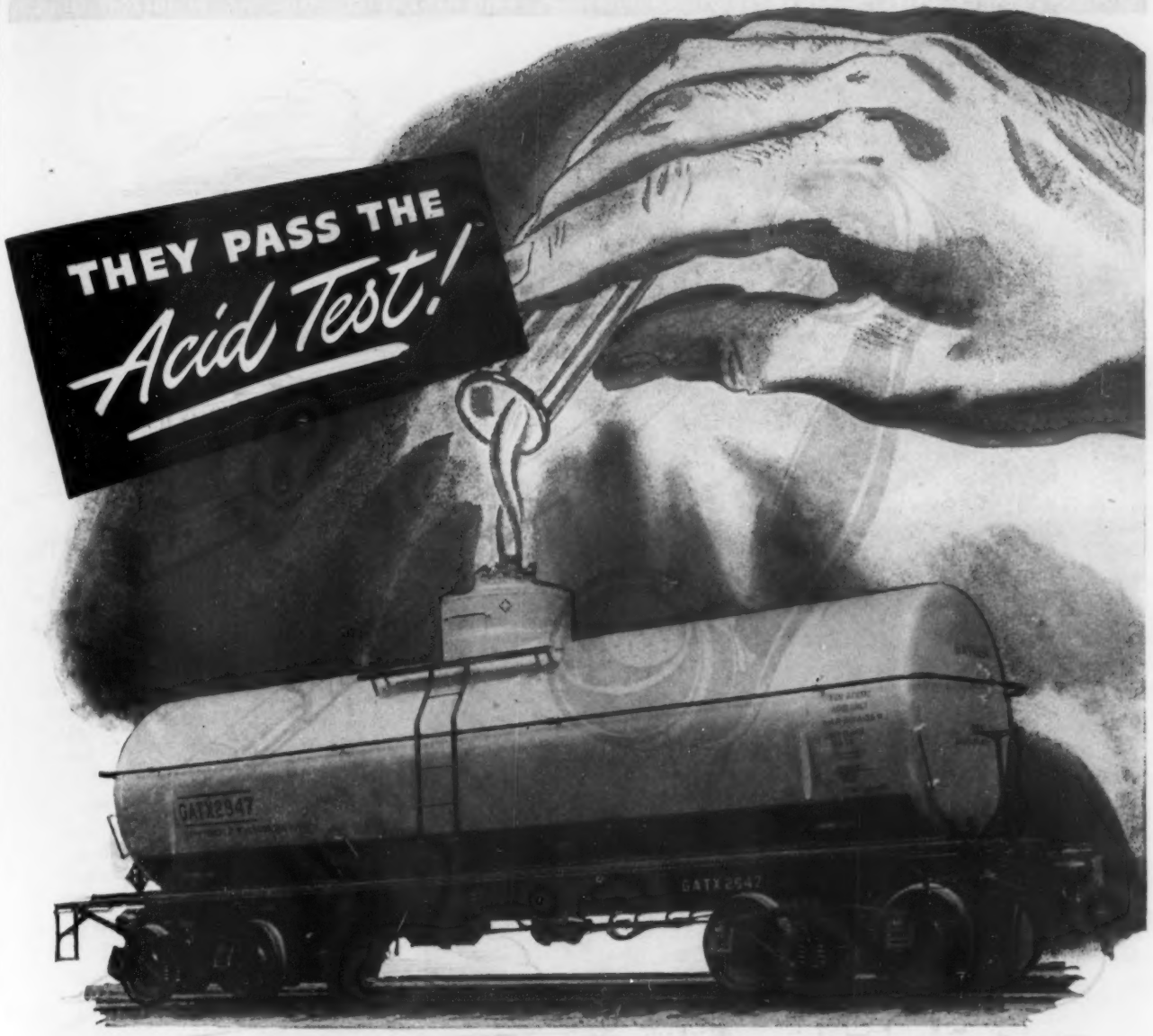

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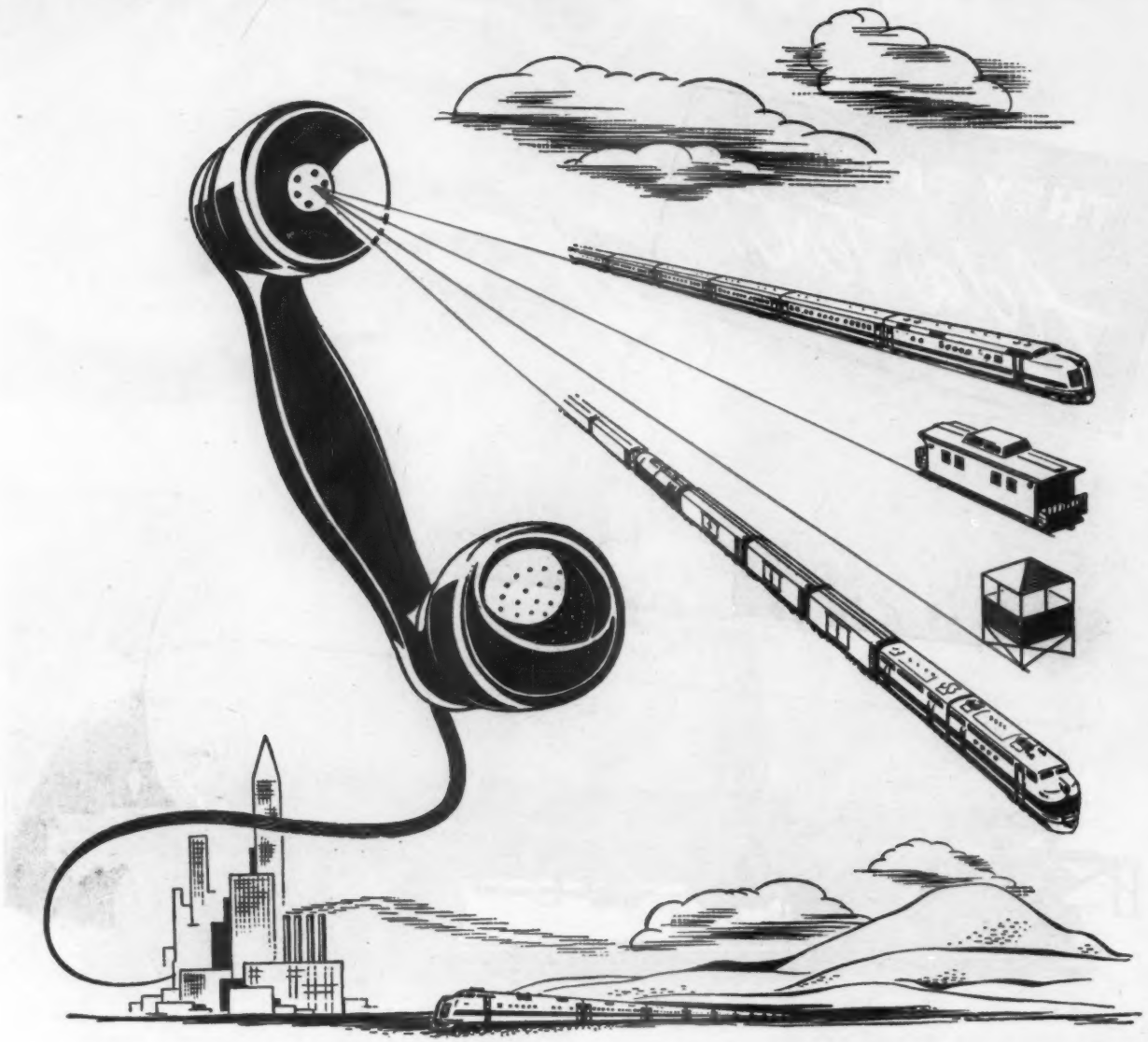

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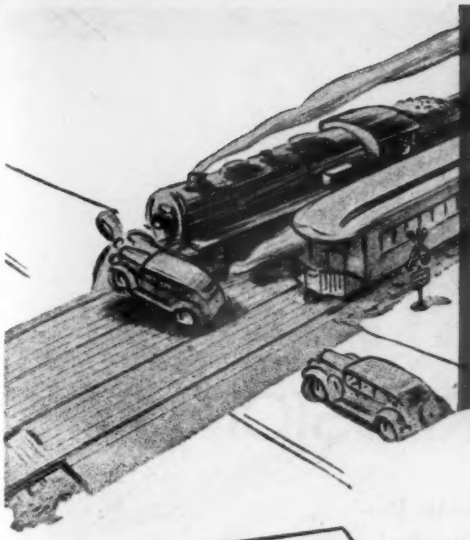

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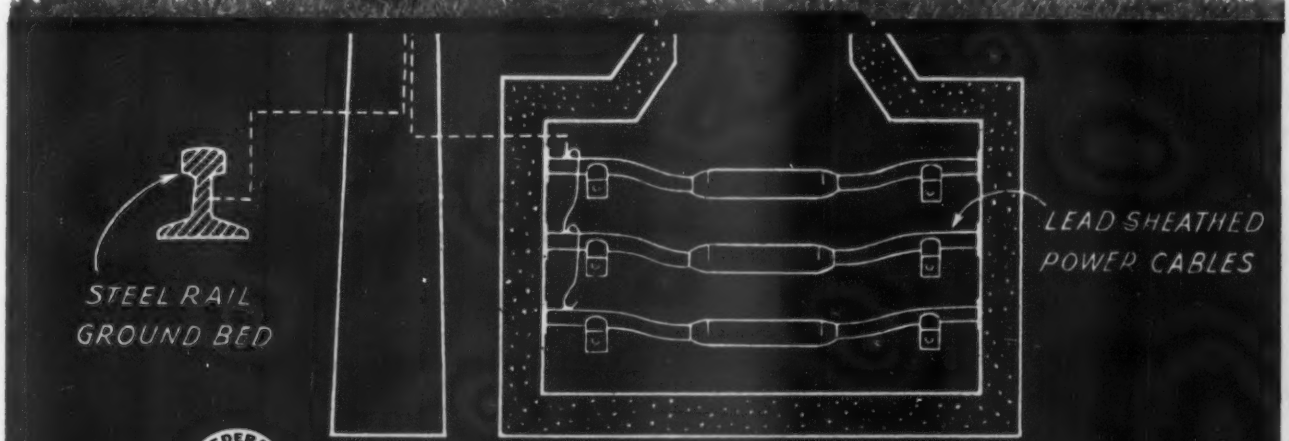

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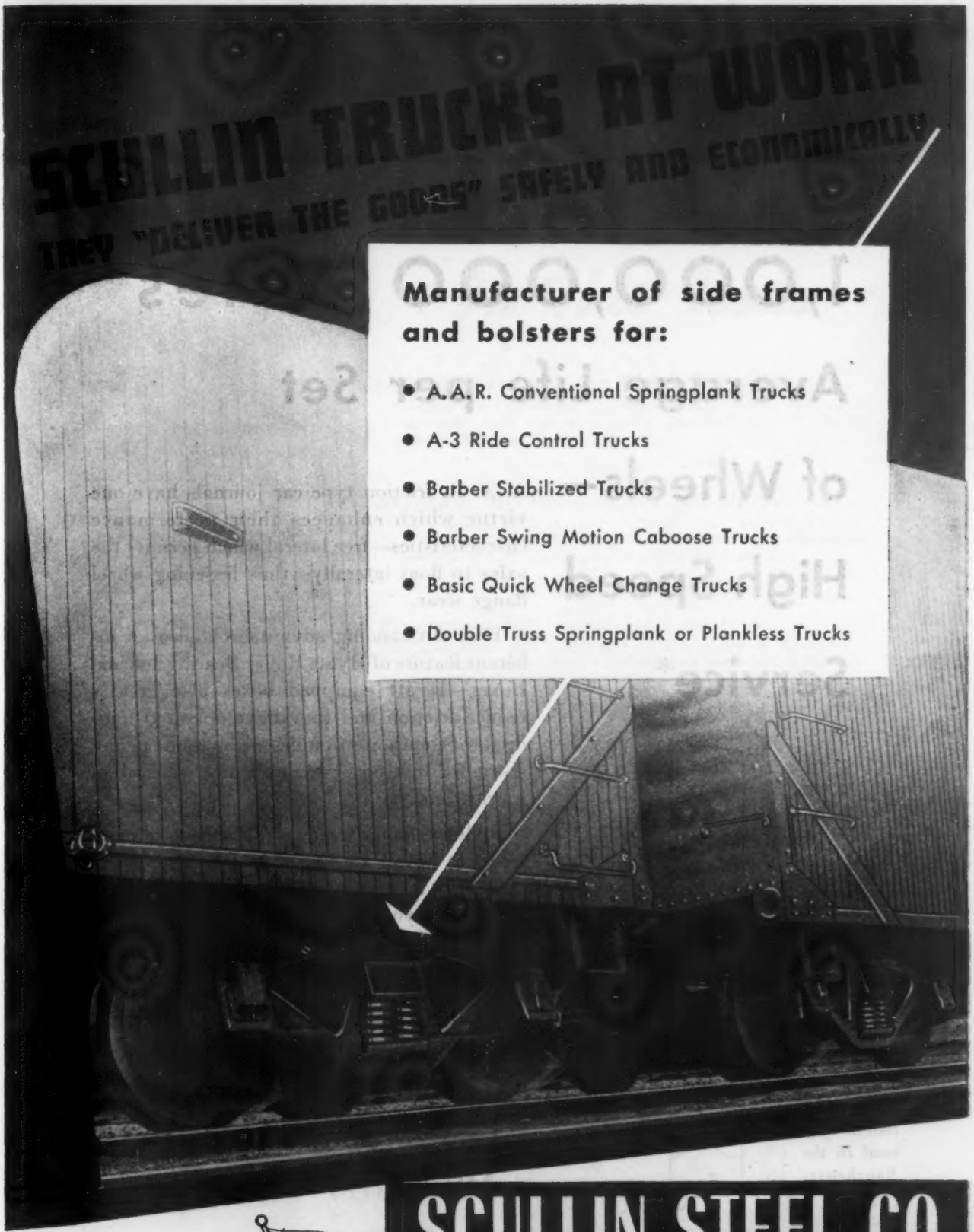

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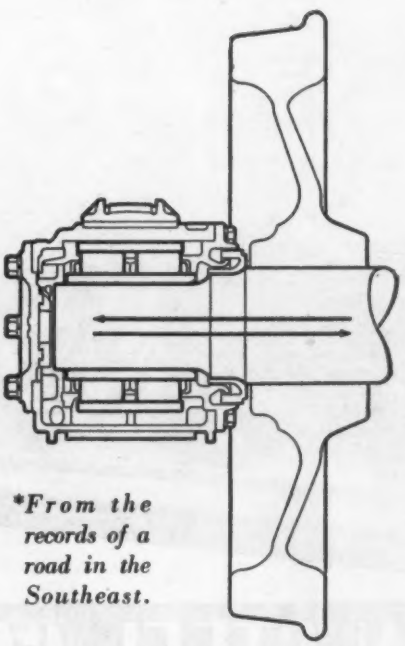

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In This Issue

Page

Bridge and Building Men Have Busy Day **674**

Tells of plans for coming year, announces election of officers and abstracts eight technical reports presented at this "highly constructive session."

Pennsylvania Mechanizes Station Operation ... **678**

How the use of 25 three-wheel "chore boys" at its 11th street freight station in Pittsburgh has brought about substantial savings and greatly improved operating conditions.

Fire Protection for Diesel Locomotives **684**

Explains five chief points of hazard from fire on this type of equipment and describes the Seaboard's fire-detecting installation and extinguishing apparatus.

EDITORIALS

A "Seeing Eye" for the Railroad Industry 669
The Real Driving Force—Subsidies 670
A Factor in the Future of Coal 670
Don't Freeze the "Freezers" 671
A Valuable Asset Indifferently Utilized 671

GENERAL ARTICLES

M. R. S. Railroading in Luzon, P. I. 672
Bridge and Building Men Have Busy Day 674
Pennsylvania Modernizes Station Operation 678
O. D. T. Aims at Jan. 1 Wind-up 680
Setting the Record Straight on Railroad Land Grants 682
High-Volume Buying Continues 683
Fire Protection for Diesel Locomotives 684

GENERAL NEWS **687**

WITH-THE-GOVERNMENT AGENCIES **692**

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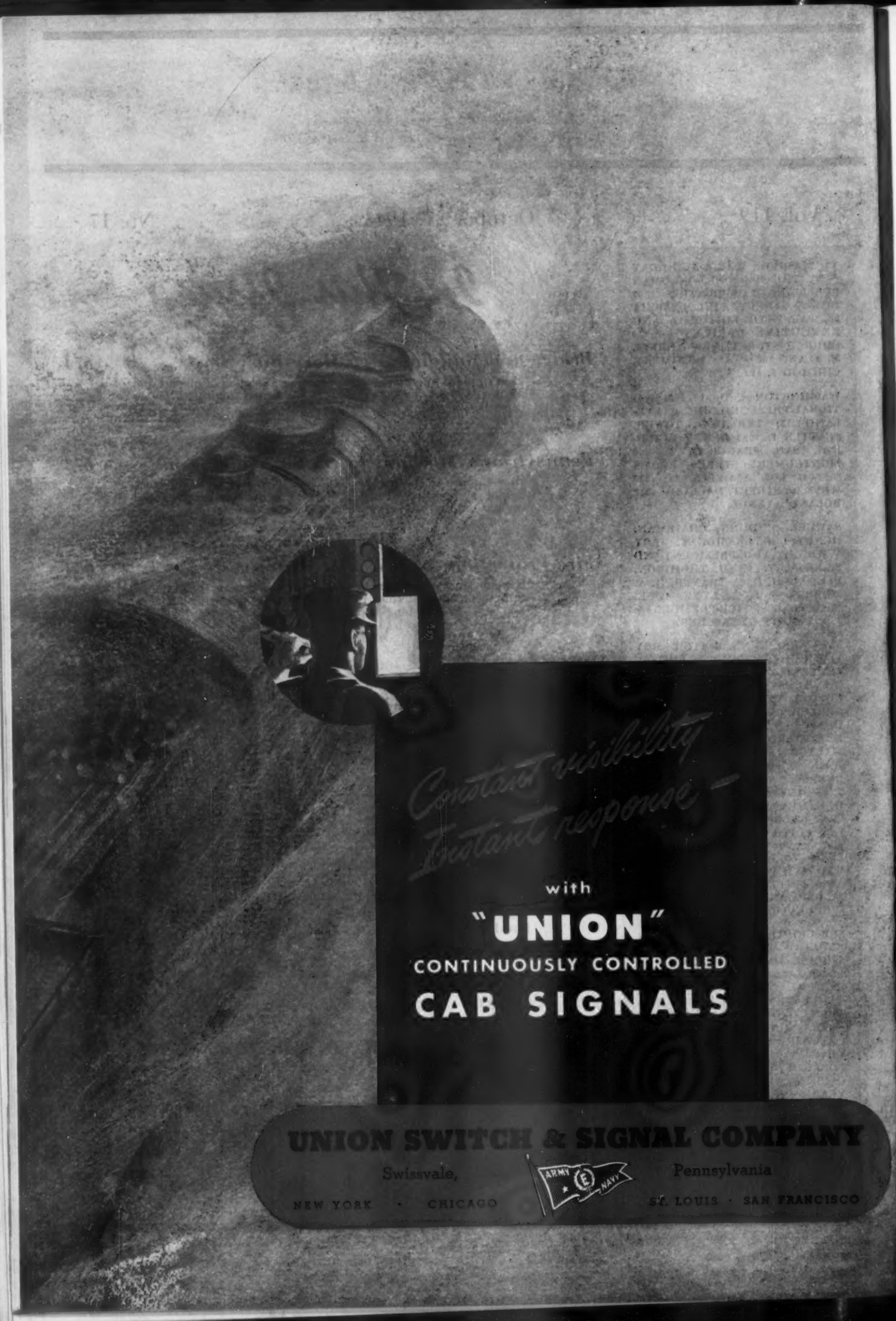
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The Week at a Glance

SHIPPERS MEETING: The annual meeting in Chicago of the National Association of Shippers Advisory Boards heard from Colonel Johnson that the O. D. T. will be a "closed book," except for the mop-up crew, by the end of the year. From A. A. R. Vice-President Buford it heard that the restoration of sleeping cars to runs shorter than 450 miles isn't likely to come until some time in 1946. And from practically every speaker came a tribute to the joint achievements of the shipper organizations and the carriers in meeting the test of war with a peace-time transportation plant. If any demonstration of the superiority of private management of railroads over government operation was needed, the O. D. T. director said, it's in the record now. Details of the meeting are reported on page 680.

●

ALTERNATIVES: While each industry desires, and needs, and is entitled to, lower taxes, it needs—but apparently is less likely to get—something else even more, that is, freedom from subsidized competition resulting from government spending. The trend, of course, is in the opposite direction, and has been so particularly since the philosophy has prevailed in government that depressions can be cured and unemployment relieved and poverty eliminated by dipping a liberal hand into the national treasury, by putting the government in business so things will be "cheaper." Many industries are now facing, or threatened with, such uneconomical and unfair competition, but it is an old story to the railroads, as an editorial this week observes. One way for an industry to survive (for a while) under such circumstances is to get itself subsidized (as some are doing). Another way is to cut out this sort of government spending and let each industry rustle for itself without aid from the taxpayers. It's reasonable to suggest that the choice we make will mean a lot to the next generation.

●

FALLOW GROUND: The opportunity for railroad managements to do more for—and so derive greater benefit from—national associations of technical and supervisory officers and specialists whose most efficient service is essential to the railroad's good health is the subject of editorial comment herein. All that is needed in many instances, it is suggested, to stimulate these organizations to greater accomplishment is a little more encouragement from what it's the style now to call the higher levels of management.

●

"SEEING EYE": The railroad industry needs now, and is going to need in the future, all of the organized foresight it can enlist, if it is to have reasonable assurance of continuing prosperity under the stress of rapidly changing circumstances. Organized foresight, as the leading editorial this week points out, is provided, to a very important extent, through research, whether or not such activity is formally designated and recognized as such. Much study of this character is conducted, naturally and properly, by individual railroads, but there are numerous fields in which the resources and interests of the whole industry can appropriately be enlisted as the most effective way to get results. In the Railroad Committee for the Study of Transportation the industry has an instrument of this kind, but it was created as a temporary organization. There are so many opportunities for its continued usefulness that it deserves to be made permanent.

●

"TRICYCLES" FOR L. C. L.: The success which has attended the installation of "Chore Boy" gasoline-powered trucks in place of hand trucks in an important Pittsburgh freight house of the Pennsylvania is reported in an illustrated article this week. While other mechanized equipment is used at this station, the power-driven trucks have contributed substantially to efficiency and economy of operation, it is indicated.

●

TESTIMONY BY TELEGRAPH: While the House subcommittee hearings on the Bulwinkle bill were in progress (the report of their wind-up appears this week in the news pages) Georgia's Governor Arnall wired the members to instruct them, out of his superior knowledge of the subject, how they should vote to preserve the sanctity of American institutions from the monopolistic machinations of the railroads, the Wall Street bankers, and the bankers' "agent," the A. A. R. If the Bulwinkle bill is passed, the governor said, Georgia's Supreme Court suit and the Justice Department's Lincoln, Neb., suit will be brought to an end. Otherwise, he declared, the railroads are certain to lose (that is, joint action in rate-making is certain to be outlawed). And finally the governor demanded an opportunity to come before the subcommittee and uncloak these villainous miscreants who seek to perpetuate monopoly. But when the committee obligingly set a date for his appearance, the governor was too busy. As the committee is not yet equipped with apparatus to hear witnesses by television, it had to forego the pleasure of firing a few questions at him. At any rate Mr. Arnall's views are in the record for what they are worth—and so are the views of at least one member of the committee that the governor's performance showed a "lack of good faith."

●

B. & B. BUSINESS BUDGET: Highlights of the telescoped annual meeting of the bridge and building men are set forth herein, along with abstracts of the eight technical reports that were presented there. These covered such topics as enginehouse design, reservoir maintenance, painting problems, bridge and trestle inspection, grouting old masonry, using trucks, eliminating fire hazards, and driving piles. With war-time restrictions out, the ground was cleared for a year of pre-war and pre-depression activity by this association, to be followed next September with a regular three-day meeting (along with the Roadmasters) that everyone can attend with a clear conscience.

MORE "MONOPOLY": Anyone who supposed that Wendell Berge has his hands full with all the anti-trust suits that are now in progress will find evidence, in this issue's news pages, that he has underestimated the assistant attorney general's talents. It seems that the iniquitous railroads are still monopolizing. This time it's the Pacific coast bus business on which the Anti-trust Division's lawyers have focused their attention, and the result is a suit filed in San Francisco for the purpose of divesting the Southern Pacific of the control it is alleged to exert over bus operations in that part of the country.

●

HOW TO USE THE PENTAGON: Now that the war is over, people are wondering what the government is going to do with the Pentagon at Washington, which is supposed to be the largest office building on earth. If Mr. Berge will hire himself an eagle-eyed research man, he might discover several towns and villages in the United States, each of which is served by only one common carrier (perhaps a railroad, perhaps a boat or bus line). Each of these communities, therefore, is at the mercy (from certain points of view, that is) of a transportation "monopoly"—whether the monopoly is benign or malignant, regulated or unfettered, apparently is unimportant. If Mr. Berge will institute litigation to end every one of these monopolistic situations he ought to need so many lawyers and satellites to work for him that the Pentagon would be filled to overflowing. That idea may seem a little ridiculous, to be sure, but how does it compare with the idea that each railroad, or other carrier, ought to make its rates independently, in a vacuum, without letting any other carrier know what it is doing?

●

LAND-GRANT FACTS: Maps reproduced in this issue indicate the actual magnitude of the land grants received by the railroads from the federal government as compared to the tremendously exaggerated idea of the area involved which prevails, it appears, rather generally, due perhaps in large measure to the superficial and careless treatment given this subject by a large number of apparently authoritative history text books. An immense amount of educational effort was required before the railroads, together with an impressive array of supporters among shippers, regulatory bodies and other informed persons, succeeded in convincing Congress that these land grants have been many times paid for in reduced rates on government traffic, but it appears now that this has finally been accomplished.

●

DIESEL FIRE HAZARDS: An illustrated feature article (page 684) outlines five principal points of danger from fire on Diesel-powered equipment, and describes the devices installed on a Seaboard locomotive to detect hazardous developments and overcome fires where electrical equipment and oil fuel contribute to the difficulty of mastering them.

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RAILWAY AGE

A "Seeing Eye" for the Railroad Industry

Most railroads which in recent years have initiated or reorganized "research" or "staff" activities have taken pains to provide for participation by "line" officers in the conduct and supervision of studies carried on under the designation of "research" or "staff work". There is good reason for thus intermingling the "using" departments in the investigations designed to evolve improved methods or changes in policy—because, if the using departments are unappreciative of or antagonistic to the systematic search for improved methods, then the results of such inquiry are likely to be destined for the archives rather than for practical application in improved railroading.

It is noteworthy that this same wholesome principle of securing the participation of practical "line" officers in research has been followed in the composition of the A. A. R.'s Railroad Committee for the Study of Transportation. Some of the members of this committee, quite properly, are railroad "staff" officers, but they do not dominate the committee, and there has been no disposition to make the organization a "brain trust". Except for the unavoidable necessity that some segments of the committee should have concerned themselves, here and there, with some aspects of railroading which were deemed in some quarters to be a primary responsibility of some other railroad organization, there has been little or no friction in the working of the committee. In other words, in this committee the railroads have hit upon a form of organization which has demonstrated that it can bring "staff" and "line" officers into effective harmony.

The Railroad Committee for the Study of Transportation was established for a limited term, but the problem it was given to solve —developing means for keeping the railroad industry abreast or ahead of the rest of the economy—is a continuing one. Technological, political, economic and social changes in the next decade are not going to come at a slower rate than in the past ten years, but, quite likely, even more rapidly. The mental capacity even of superior men is not sufficient to keep up with the daily routine of operating a great industry and, at the same time, to discern all the changes in external circumstances that they need to know in order to keep the enterprise abreast with the times and, hence, reasonably assured of continued prosperous existence in a rapidly changing environment.

It is the job of "staff work" and "research" to serve as the observation post of the industry, so that its effort and resources may be concentrated in the places most likely to produce favorable results, and to prepare in advance for dealing with dangerous developments which, except for organized foresight, would come as a surprise. Each individual railroad can and should, of course, do much of this kind of study for itself—but some work of this kind is so far-reaching in its nature that the railroads can hope to provide adequately for it only upon an industry-wide basis. Since, in the Railroad Committee for the Study of Transportation, the carriers have developed an effective instrument, properly organized and staffed to attain this goal, and since the need for such effort is continuing, it seems obvious that the agency, also, should be perpetuated, rather than being permitted to fold up when its initial assignment is completed.

The railroad industry needs all the organized foresight which it can muster; and, having enlisted "practical" and "using" departments in this activity, it has evolved a means of assuring that the things which systematized foresight discloses will have a reasonable chance of being given effective and profitable application.

The Real Driving Force—Subsidies

The flood of socialistic legislation with which the nation is now threatened illustrates strikingly how policies applied to any important industry soon become precedents for similar treatment of other industries. During the decade 1920-1930 the railways were the only important industry that was protesting against government policies upon the ground that they were undermining its earning power by subjecting it to unfair and unequal regulation and by subsidizing competition with it. Now almost every industry in the country is protesting against the actual or threatened application to it of similar policies.

Railway rates have been regulated for sixty years. There is no difference in principle between regulation of rates by the Interstate Commerce Commission and regulation of prices by the O. P. A. Complaint is made that the O. P. A.'s policy of putting ceilings on prices largely in disregard of advances in wages authorized, and even promoted, by government authorities, and of the effects on profits, is unfair and economically unsound. Railway wages long have been virtually or actually fixed by government under the Railway Labor Act; and meantime the Interstate Commerce Commission has persistently refused in its regulation of rates to give the consideration to increased labor costs required to enable the railways to earn fair and adequate profits.

The power industry complains that it is subjected to subsidized and unfair competition by the Tennessee Valley Authority when T. V. A. charges rates lower than would be required to enable it to earn enough to pay interest and taxes equivalent to the interest and taxes that private enterprise must pay, and opposes construction of more "valley authorities" that would increase such unfair competition with it. The private home-building industry vigorously opposes the Wagner-Ellender housing bill because it would subject the private home-building and home-owning businesses to unfair competition subsidized by the taxpayers by providing housing in both urban and rural areas for families with low incomes below cost. The railways always have been subjected to similar subsidized competition on inland waterways; their competition by highway and airway has been similarly subsidized since World War I; and Congress and the state and local governments are now making appropriations largely to *increase* subsidized competition in transportation.

There is clamor on every side for reductions of federal taxes. Congress will soon pass legislation for that purpose. But the real enemy is not taxes. The real enemy is *government spending*. Unless total government spending is made less than the total taxes collected, the huge federal debt will continue to increase and make avoidance of inflation impossible—or, if possible, only by the permanent adoption of government controls that would destroy every vestige of business and individual freedom.

And the real driving force behind the demand for huge peace-time government spending is the insatiable appetite of pressure groups, including some *business groups*, for subsidies. Study every bill pending in Congress providing for increased peace-time government spending, and you will find in every one of them provision for a subsidy to be extorted from the taxpayers for the real or supposed benefit of some powerful pressure group.

The railways were the first industry to be victimized by unequal and unfair government regulation and government subsidized competition. Now that, during the last twelve and a half years, huge government spending has been widely accepted as the sovereign means of preventing unemployment and depression, no industry is safe from the destructive policies the original application of which to the railways established a vicious precedent. The only salvation for the nation is a return to the former American policy of "equal rights for all; special privileges for none." And there could not be a better place to begin returning to it than in the transportation industry, where we first began abandoning it.

A Factor in The Future of Coal

Among the various research projects looking toward improvements in motive power, that of the bituminous coal-mining industry through its Bituminous Coal Research, Inc., has already produced results likely to enhance the standing with the public of bituminous coal as a railway fuel. This has come about through the reestablishment and improvement of a time-honored instrument for the reduction of smoke in locomotive fireboxes—the steam-jet-operated air-induction tubes through the firebox water spaces by which air is admitted to the firebox above the fuel bed on the grate. Such induction tubes have been known and used as long as there has been a smoke-prevention problem.

In connection with the Chicago Association of Commerce Investigation of Smoke Prevention which began in 1911 the value of combustion tubes as a means of controlling smoke was investigated at the Altoona locomotive testing plant of the Pennsylvania for the General Manager's (railroad) Association of Chicago. These tests, reported to the American Railway Master Mechanics' Association in 1913, indicated that an installation of combustion tubes in the backhead at approximately the top of the arch was capable of reducing the smoke 70 per cent with the arch in place, but indicated that jets through the sides of the firebox had very little merit. The reduction of smoke was also shown to be accompanied by an increase in equivalent evaporation and a corresponding increase in efficiency and economy —"showing, in other words, that the steam-jet tubes make for improved combustion and economy rather than 'whitewash' the smoke."

As the result of the work done under the impetus of the city of Chicago to clean up its smoke situation, combustion tubes were extensively used by railroads entering that city. Their use never became general, however, and results were not uniform. The improvement in the steam-air jet and the development of a silencer has increased its effectiveness and eliminated its somewhat objectionable noise and it has acquired a new lease of life as an important factor in controlling the emission of smoke from coal-fired steam locomotives. Evidence of its rediscovered value will be found in the papers

prepared for the 1945 year book of the Railway Fuel and Traveling Engineers' Association. It is the subject of one report and has received extended reference in another.

Railway and industrial smoke has long been considered a nuisance in and around large cities and the passage of time has done nothing to reconcile the public mind to it. Indeed, the areas within which it is considered objectionable have grown and will continue to grow as time goes on. The evidences of enthusiasm from representatives of those railroads which have installed the new steam-air jets will undoubtedly arouse a widespread interest in this simple and now soundly engineered device.

Don't Freeze the "Freezers"

The end of the war did not cause any betterment of the refrigerator car situation. Such equipment continues to be in such demand, with recurrent spot shortages in Idaho, Utah, California and the Pacific Northwest, that prompt movement and loading and unloading of cars are essential if the bumper crop of perishables is to be transported promptly from the fields to the tables of the consumers.

In September, 1945, the loading of perishables totaled 130,903 cars, as compared with 118,003 in August. For October, the estimate is 94,565 cars as against 91,485 in October, 1944. These represent increases of 11 and 3.4 per cent, respectively. All estimates indicate continued heavy loading in the major producing territories, and the imminent Maine and Florida demands are estimated to run unusually high.

All of this is in the face of a smaller supply of refrigerator cars than was available last year. In September, 1944, there were 138,335 "freezers" in service as against 136,751 in September this year. A further unfavorable factor is that last September such cars in bad order amounted to 6,075, or 4.39 per cent, as compared with 8,400, or 6.14 per cent, this year. Thus, there was a loss of 1,584 cars, plus an average daily increase of 2,325 in bad orders, or nearly 4,000 fewer serviceable cars than a year ago. In contrast, 7,880 more loads of perishable freight were handled in refrigerator cars in the six months of 1945, April to September, inclusive, than in the same months of 1944.

With most of the available fleet in constant demand, this indicates a much greater utilization and a fine car performance. But, if crops and the market demand continue, it is equally obvious, if the metaphor be permitted, that refrigerator cars are skating on thin ice. With greater supplies of labor and material available, the present bad order car situation may be improved, which will help. But the decline of over 1,500 in the total number owned cannot be made up except by greater and more efficient utilization or the purchase of new cars—and the utilization of refrigerator cars appears to have reached the peak of its efficiency.

Shippers, receivers and the railways cannot afford to forego the strenuous efforts they have been putting forth to keep "freezers" moving. And, when there is such a demand, expedited movement of empty cars becomes as important as expedited movement of loaded cars.

A Valuable Asset Indifferently Utilized

Among the greatest assets of the American railways, appreciated, but far from being fully utilized by them, are the various national associations of their departmental officers, which, over the years, have been the breeding grounds, melting pots and clearing houses for many of the ideas, policies and practices that have made these railways the most efficient in the world. Appreciated—yes, in the sense that few if any higher officers of the railways would think of disbanding these associations, but far from being fully utilized on many roads because of lack of adequate encouragement on the part of some of these same officers, who, by their attitude of indifference, not only dampen enthusiasm for association work among those under them, but in many cases completely stifle it. This unfortunate situation prevails particularly with regard to what may be called the junior technical groups, such as the Roadmasters' Association and the American Railway Bridge and Building Association, whose activities embrace primarily the interests of supervisory officers in the roadway and structures departments.

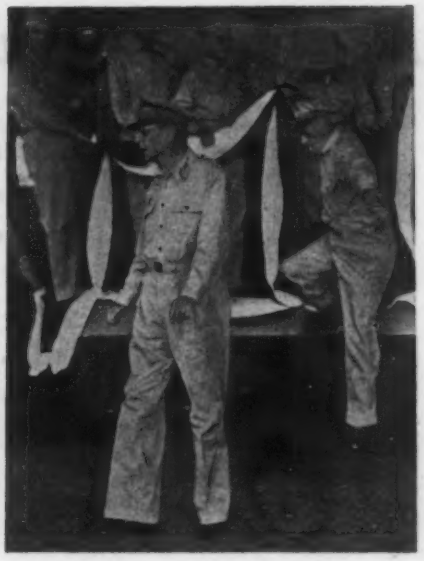
For more than 50 years, acting in their own spheres of influence, these two associations have made yearly contributions of inestimable value in advancing the efficiency of roadway and structures maintenance. Their accomplishments in recent war years, in spite of the heavy burdens and the necessary restrictions on association activities during these years, have been no exception. This is clearly evident in the report of the one-day annual meeting of the Roadmasters' Association on September 12, which appeared in *Railway Age* of September 22, and again in the report of a similar meeting of the Bridge and Building Association on October 17, which appears in this issue.

After even a most cursory review of the activities of these associations over the years, and, more particularly, the many helpful reports they have produced on their own motion and investigation, no one can question seriously their value to the railroads and the importance of their continuance with maximum efficiency. If this be true, then, in its own selfish interest, each railroad should ask itself how well it is represented in these associations. Some roads, even among the largest in the country, will find that they have little or no representation—a fact which should be embarrassing, if not shocking, to them.

Inquiry will show that, in most such cases, the situation is not the result of disinterest on the part of their supervisory forces, but rather the result of a passive attitude on the part of the managements and higher departmental officers of the roads involved, which has been interpreted as disinterest in, if not opposition to, these associations. None of these junior groups of railway officers, effective as it may have been in the past, will ever be what it should be—what it can be—in the interest of the railroads, until the higher officers of the various roads give an unmistakable "go ahead" signal to their more progressive subordinates, encouraging them to become active in association work, and then allow them a reasonable amount of time to enter into this work and to attend association functions.

M. R. S. Railroading in Luzon, P. I.

As in Other Theaters of Operation, Army Railroaders in the Philippines Performed Vital Services in Hauling Food and Supplies to Forward Areas. Top—An Ammunition Train Taking on Water at Dagupen. Lower Left—Supply Train Entering San Jose Station. Lower Right—T/3 Mike Susko, Warren, Ohio, "At Home" in a Freight Car Fitted Out to Billet Four Men.



Top Left—The Locomotive "Cannonball" Receiving Water from a Captured Japanese Water Truck. Top Right—General Douglas MacArthur Was Aboard the First Train to Arrive in Manila. Left—Evacuating San Fabian in Haste, the Nips Abandoned This Freight Car Loaded with Supplies. Below—On the Way to the Front, a Trainload of Ammunition Moves South on the Main Line of the Manila Railroad (3 ft. 6 in. Gage) Near Dagupen —Riflemen May Be Noted in the Foreground on the Lookout for Jap Snipers.

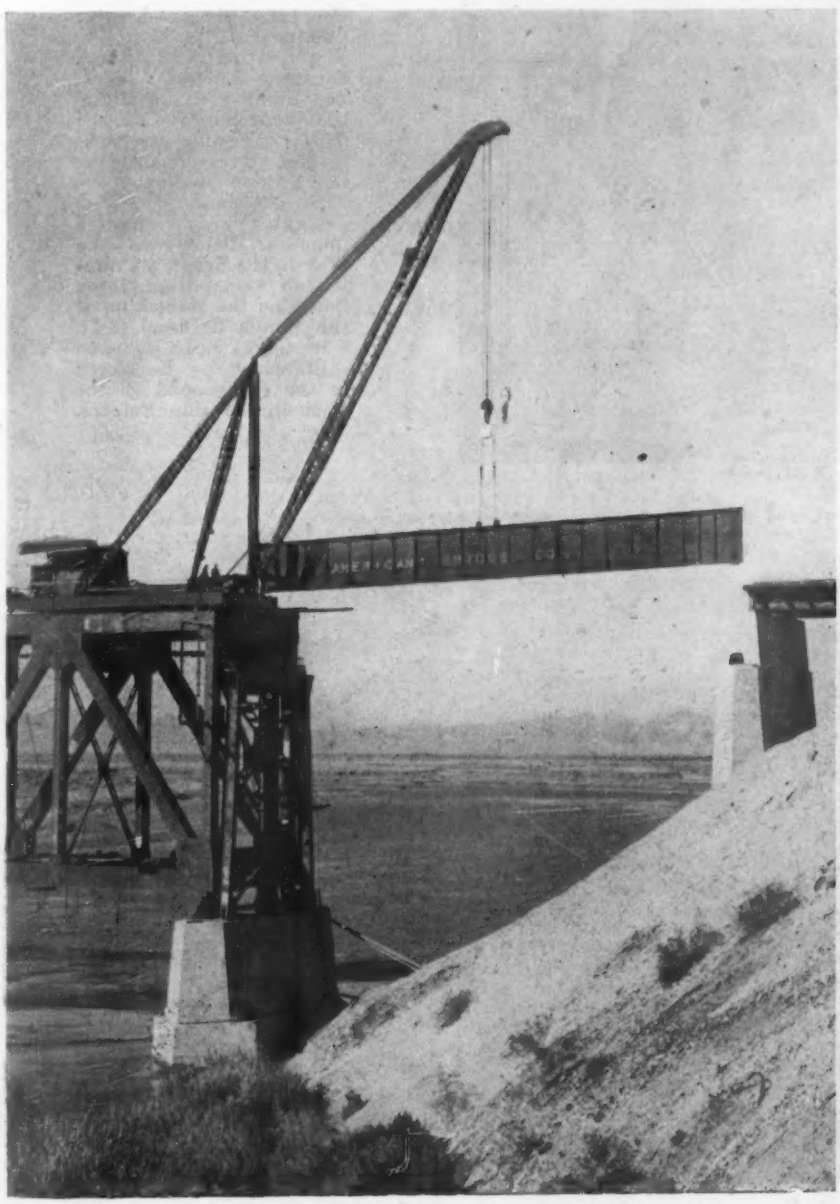
(U. S. Signal Corps Photos)

Bridge and Building Men Have Busy Day

Annual meeting at Chicago proves highly constructive—large amount of work accomplished and plans made for simultaneous three-day meeting with Roadmasters in 1946

DEMONSTRATING a spirit of determination, aggressiveness and optimism that augurs well for the future of the association, nearly 100 members and guests of the American Railway Bridge and Building Association attended the one-day annual meeting at the Hotel Stevens, Chicago, on October 17. The original plans for this meeting, made before V-J Day, contemplated that it would be confined to members of the Executive committee, the chairmen of technical committees, and members in the Chicago area, but when the O. D. T. removed its restrictions on the holding of conventions, the invitation was broadened considerably, although no effort was made to expand the program beyond the one-day planned originally.

This was the third consecutive year that the annual meeting of this association has been limited to something less than the full-scale, three-day convention that is normally held in peace time; last year the meeting was also restricted to one day, while the gathering in 1943 took the form of a two-day conference. However, an uplifting influence at this year's meeting was the general conviction that, with the war over, the association would again be able to return to its practice of holding three-day annual meetings and thereby function with full effectiveness in grappling with the many perplexing problems that are certain to confront bridge and building men in the days to come.



A Big Day's Work

The program included the presentation and discussion of eight reports by technical committees, the election of officers for the coming year, the selection of eight subjects for study by technical committees, the annual reports of the secretary and treasurer, brief addresses by the president and the president-elect, and the election of three honorary members.

The meeting was presided over by J. L. Varker, supervisor of bridges and buildings, Delaware & Hudson, Carbondale, Pa. Because an election of officers was not held in 1944, Mr. Varker appeared before the group for the second time in the capacity of president. In his address, he first reviewed the accomplishments of the railroads during the war years and then touched briefly on the problems of the future, especially as they are likely to have an influence on the work and responsibilities of the bridge and building forces. Singled out for special mention was the need for making railroad stations attractive in appearance and of providing them with all modern conveniences and facilities.

The largest item of business transacted at the meeting was the presentation and discussion of the eight technical committee reports. These included reports on the following subjects: The Maintenance of Wood Bridges and Trestles; Restoring Old Masonry by Grouting, Including Surface Protection Where Necessary; Piles, Pile Driving and Exploration; Economical Methods for the Maintenance of Impounding Reservoirs; New Developments in Interior Painting; The Influence of Maintenance Practices on the Development of Modern Enginehouses; The Use of Highway Trucks in Bridge and Building Work; and The Elimination of Fire Hazards and the Maintenance of Fire-Protective Equipment.

Three honorary members were elected: Ralph Budd, president, Burlington

Lines, and a member of the association since 1927; F. L. Thompson, vice-president (retired), Illinois Central, who has been a member for nearly 40 years; and C. E. Johnston, chairman, Western Association of Railway Executives, who joined the association in 1911.

Plans for Next Year

For the 1946 convention a plan was adopted which contemplates a considerable departure from the policy followed in the past. This plan is to hold the meeting at the Hotel Stevens, Chicago, on September 17-19 concurrently (but in a separate meeting room) with the annual convention of the Roadmasters' and Maintenance of Way Association. The two meetings will be held in conjunction with a joint exhibit of materials and equipment by member companies of the Track Supply Association and the Bridge and Building Supply Men's Association, which exhibit promises to be the largest and most comprehensive ever to be presented by either of these two groups.

In the election of officers Neal D. Howard, engineering editor, *Railway Age*, Chicago, was advanced from second vice-president to president (R. E. Caudle, principal assistant engineer, Missouri Pacific Lines, Houston, Tex., having resigned as first vice-president); F. G. Campbell, assistant chief engineer, Elgin, Joliet & Eastern, Joliet, Ill., was advanced from third vice-president to first vice-president; J. S. Hancock, bridge engineer, Detroit, Toledo & Ironton, Dearborn, Mich., was elevated from fourth vice-president to second vice-president; E. H. Barnhart, division engineer, Baltimore & Ohio, Garrett, Ind., was elected third vice-president; W. F. Martens, general foreman bridges, buildings and water service, Atchison, Topeka & Santa Fe, San Bernardino, Cal., was elected fourth vice-president; C. R. Knowles, superintendent water service (retired), Illinois Central, Chicago, was re-elected treasurer; and Elise LaChance was re-elected secretary.

Three directors were elected with terms expiring in 1946: A. B. Chapman, bridge engineer, Chicago, Milwaukee, St. Paul & Pacific, Chicago; W. A. Huckstep, general building supervisor, Missouri Pacific, St. Louis, Mo.; and F. R. Spofford, assistant division engineer, Boston & Maine, Dover, N. H. Directors elected with terms expiring in 1947 included Guy E. Martin, superintendent water service, Illinois Central, Chicago; B. R. Meyers, office engineer, Chicago & North Western, Chicago; and L. E. Peyser, principal assistant architect, Southern Pacific, San Francisco, Cal.

Looking Ahead

In accepting the presidency, Mr. Howard first pointed to the achievements of the association in carrying on its essential activities under the severe handicaps imposed by the war years, and then expressed the opinion that a new era is being entered in which the problems and the opportunities of bridge and building men may well be greater than ever before. If the challenge of the new era is to be met successfully by the association, said Mr. Howard, there are certain "musts" that cannot be neglected.

"We must," he said, "put our own house in order to the extent that it may not now be in order; we must revive interest among our members where that interest may have waned; we must make our members from distant parts of the country feel as intimately a part of this association as those within easy reach of our convention city; we must enlist a large number of new members and associate members and make their membership so worth-while that they will soon be numbered among our most valuable members; we must impress anew upon railway managements and higher engineering and maintenance officers the great value of our association to the railroads in the solution of their bridge, building and water service problems in the most effective and economical manner; and we must impress upon them the value of attendance at our annual meetings and urge on them a schedule on their roads that will permit their men to attend our meetings."

Promising that these and many other measures will be the goal of the association in the year ahead, Mr. Howard said that in that year the association will have an opportunity to build and serve such as it has not had for the last 15 years of depression and war.

The subjects selected at the meeting for investigation during the ensuing year are as follows: Cause and Prevention of Personal Injuries to Bridge and Building Employees; Tools and Equipment for Bridge and Building Shops; Methods of Cleaning Water Lines, Sewers and Drains; Adapting Turntables to Meet Modern Conditions; Servicing Facilities for Diesel Locomotives; Methods of Improving Strength, Durability and Wear Resistance of Concrete; Utility and Economy of Pre-Fabricated Buildings; and Developments in the Use of Off-Track Work Equipment.

Abstracts of the eight technical reports presented at this year's meeting follow:

Interior Painting

After first pointing out that many of the paints manufactured during the war contained substitutes, which frequently resulted in inferior products, a committee of which L. E. Peyser, principal assistant architect, Southern Pacific, was chairman, went on to say in its report that many new and interesting materials have been developed in the laboratory which will soon become available now that the war is over.

Next, considerable space was devoted by the committee to descriptions of various types of finishes, and their properties and qualifications were discussed from the standpoint of the requirements of railroad structures. Turning its attention to the use of color, the committee, noting that the railroads are gradually becoming color-conscious, emphasized the necessity of using color carefully and properly in railway structures in order to obtain effects that will be pleasing to the public. It was also pointed out that by the proper use of color many older structures can be given a modern effect without structural changes.

Considerable attention is given in the report to the use of color in shops to improve lighting conditions, reduce hazards and promote employee morale. Mention is made in this connection that several paint manufacturers are working in collaboration with lighting engineers to produce a combination of color and light that will reduce eye-strain and the fatigue that accompanies it.

In conclusion, the committee said that the data developed through research by the paint manufacturers are available in understandable form, and that these manufacturers are glad to cooperate with those confronted with or interested in problems involving the proper use of color.

Wood Bridges and Trestles

Although the advent of high-speed trains and fast schedules has caused certain changes to be made in bridge maintenance practices, the fundamental requirements of safe operation and smooth-riding track still prevail, according to the report on the Maintenance of Wood Bridges and Trestles, which was prepared by a committee headed by V. E. Engman, chief carpenter, Chicago, Milwaukee, St. Paul & Pacific.

After stating that proper and adequate inspection is a preliminary and important function of a good maintenance program, the committee described the factors which should be considered when inspecting bridges. With reference to bridge renewals, the policy on most roads, said the committee, is to carry wood bridges and trestles to the limit of safety, with a minimum of repair expense, and then renew them out-of-face or with a different structure. The preparation of a work sheet based on the results of the annual inspection is described, and the factors to be considered in scheduling the bridge program are discussed. The importance of programming the work in such a manner as to result in the least interference from and with traffic was stressed by the committee, as was also the need for employing qualified flagmen to protect the work.

Following a brief discussion of the size and make-up of bridge crews, the committee directed its attention to a survey of the general types of equipment and tools used by bridge gangs. Special mention was made of the value of a hand derrick mounted on a push car, which, the committee said, is considered one of the most practical pieces of equipment available to facilitate work on timber bridges.

Reference was also made to the recent introduction of a gasoline-operated generator weighing less than 200 lb., and the advantages of such a unit for bridge work were discussed.

The final portion of the report is devoted to a discussion of the types of defects encountered in the various parts of wood bridges and trestles, and includes suggested methods for making repairs.

Modern Enginehouses

The report on the Influence of Maintenance Practices on the Development of Modern Enginehouses, which was prepared by a committee headed by L. C. Winkelhaus, architect-engineer, Chicago & North Western, is devoted principally to a discussion of the details of enginehouse construction and to the improvements that have aided in the development of modern facilities of this type. First discussing the changes which have taken place in the use of enginehouses over the years, the committee pointed out that the bridge and building forces have made the necessary repairs and alterations, and that it is this experience which has served as a guide in the design of the present enginehouse.

The remainder of the report is devoted to a discussion of construction details, including foundations, outside walls, roof construction, floors, engine pits, enginehouse doors, heating, interior painting and lighting, and wash and locker facilities. The evolution of each of these details from early practice to present-day standards is traced. The committee then reviewed some of the methods that are employed in repairing enginehouses, mentioned some of the new construction materials and briefly described some of the improved construction methods which have resulted from developments and changes in maintenance practices.

In its conclusion the committee said that the modern enginehouse should embody the following features: (1) Concrete foundations supporting brick or other masonry walls; (2) large window areas in the rear wall, preferably of glass blocks; (3) timber framing for supporting a wood deck covered with a built-up gravel-surfaced roof; (4) large folding engine doors of wood construction; (5) concrete floors and concrete engine pits; (6) hot air system of heating, preferably employing unit heaters; and (7) adequate modern wash and locker room facilities.

Piles and Pile Driving

Because a comprehensive report on Piles and Pile Driving was submitted to the annual meeting of the association in 1942, a committee, of which W. F. Martens, general foreman of bridges, buildings and water service of the Atchison, Topeka & Santa Fe, at San Bernardino, Cal., was chairman, reporting on the same general subject, limited its report to recent developments and to matters not fully discussed in the earlier report.

Included in the report is a discussion of the use and advantages of H-piles and cast-in-place cased piles. Then described is the water-jet process of obtaining depth of pile penetration, to protect against scour, in cases where driving with heavy hammers will not produce the desired penetration. Power earth drills to pre-bore holes for pile driving are also mentioned, and it is explained that their use is of advantage to minimize damage which may be caused by driving near existing building foundations or to start piles which are too long to go under the hammer. Preboring is reported as of value also for setting piles accurately.

The remainder of the report discusses exploratory work to determine underlying soil and rock conditions which may affect the design of bridge or building foundations. Included in this discussion are test pits, test borings, wash borings, core drilling, sounding rod exploration and power-driven boring machines.

Grouting of Old Masonry

The report dealing with the repair of old masonry structures by pressure grouting, prepared by a committee of which A. R. Harris, assistant engineer of bridges, Chicago & North Western, Chicago, was chairman, states that where the foundations are adequate and the masonry is of fair quality, the life of these structures can be extended by pressure grouting and by restoring the surfaces to good condition for weathering.

The report then discusses the methods and limitations of pressure grouting and the desirable properties of grout, adding that, "To impart a lubricating property to the grout, admixtures of various types may be specified, such as (1) an oily stearate compound, (2) a compound to impart to the slurry the properties of a colloidal suspension, and (3) a compound for dispersion of the cement particles."

The committee also reported that "the various methods of pressure grouting masonry structures rely on (1) gravity, (2) pneumatic pressure, or (3) pump pressure, to obtain suitable permeation. The pressure should be steady to insure a continuous flow of grout. Usually," it said, "pressures from 25 lb. to 100 lb. per sq. in. will suffice, and it is rarely necessary to use pressures above 200 lb. per sq. in."

Continuing, it stated, "The gravity method may be used where the grouting equipment is located sufficiently above the point of application to give the necessary pressure. With the pneumatic pressure method it is important to cut the supply of air as soon as grout flow ceases. Unless extreme care is used in the pneumatic pressure method, air is apt to be forced into the seams."

In addition to discussing mixing equipment and grouting procedure, the report also explains methods of making surface repairs to concrete and masonry, stating in part as follows:

"To insure worthwhile results by surface treatment, it cannot be emphasized too strongly that every precaution must be taken to secure an effective bond between the new surface material and the old masonry or concrete. To accomplish this it is necessary to remove thoroughly all loose material from the surface, and the surface should be thoroughly cleaned, the use of sand blasting being advisable. About an hour before placing the protection coat, the surface of the old masonry or concrete should be saturated with water."

In conclusion the committee said that pressure grouting, as done by competent organizations today, is a very valuable and economical method of repairing masonry structures that would otherwise need to be replaced.

Use of Highway Trucks

The report on the Use of Highway Trucks in Bridge and Building Work, prepared by a committee headed by F. R. Spofford, assistant division engineer, Boston & Maine, Dover, N. H., covers "a comparatively new development in bridge and building work, which has not reached its full development." At the outset it reviews past practice in transporting men and materials by means of work trains and motor cars and enumerates some of the disadvantages of the use of such equipment, although it makes it clear that there are certain operations, such as heavy bridge erection, pile driving, etc., which are essentially on-track operations.

In general, the committee found that the use of highway motor trucks by the bridge and building department forces is already widespread, and that on roads where such equipment is being employed, its use is being extended. Also, that roads which have not used trucks in the past are, in many cases, beginning to use them. However, it mentions new developments in off-track equipment, which it believes will soon become generally available now that the war is over, and states that the factors affecting the use of trucks in bridge and building work will probably undergo some change.

The report goes on to cite the advantages inherent in the use of trucks in terminal and many line operations, stating that terminal operations are particularly adapted to the use of trucks because, in general, they are characterized by a heavy concentration of facilities requiring constant maintenance and involving considerable difficulty in operating equipment which must utilize the track. "In a well developed terminal highway motor truck organization," it says, "all trucks are ordinarily pooled and are dispatched by one man under the general supervision of the bridge and building supervisor. This results in the most intensive use of all such equipment."

Concerning line operations, the report states that these are, "in general, characterized by a wide dispersal of the facilities to be maintained. Home crews, located at widely separated points, can take care of the light repair and maintenance of these facilities, but boarding-car crews are more generally used for heavy repairs. Under these conditions, centralized control of trucks is difficult, and, ordinarily, trucks are assigned to specific crews."

The report then presents specific recommendations for the use of various types of highway trucks for both terminal and line operations. Also discussed are special trucks equipped for both on and off-track operation, and the trend toward the increased use of off-track equipment generally. In this connection the report states: "As bridge and building crews are equipped with highway motor trucks, their other types of equipment should keep pace. Track-mounted compressors should be replaced with trailer-mounted compressors. In many cases air tools and compressors should be replaced by electric tools and portable electric generators. These can be carried by truck over the highways and then be carried readily by hand from a railroad crossing to the job.

"Highway truck-mounted cranes can be used to advantage for many jobs. In the case of work on an overhead highway bridge, it is ordinarily much more economical to transport men and material by motor truck and to erect the material with a truck-mounted crane, than to use a work train and locomotive crane."

In conclusion the committee stated, "It is apparent that highway motor trucks are of great benefit in bridge and building operations. We do not feel at this time, however, that any specific organization can be recommended. Conditions vary widely and a study of the particular conditions is necessary in each case. While considerable savings in money and in man-power can be made by properly equipping crews with trucks, supplemented by proper off-track equipment, attempts should not be made to do all work by highway trucks and off-track equipment. Rather, careful study should be made to establish for each situation the best method of operation."

Eliminating Fires

Fire-resistive construction features and materials constituted the first subject discussed in the report on the Elimination of Fire Hazards and the Maintenance of Fire-Protective Equipment, which was prepared by a committee headed by L. R. Morgan, fire prevention engineer, Michigan Central, Detroit, Mich. In this discussion the committee said that wood treated with fire-retardant salts is becoming of greater interest to the railroad bridge and building designer and maintenance officer, and then cited data showing the effectiveness of such wood in resisting fire damage. After discussing the extent to which fire-retardant woods are applicable in the construction of railway structures, the committee turned to a consideration of the various structural features and details that are resistive to fire.

Electrical hazards and ways of minimizing them were dealt with next, after which the committee took up the matter of good housekeeping as a means of preventing fire. In this connection emphasis was placed on the matter of keeping lockers and cupboards locked and of maintaining their interiors in a clean and orderly condition. Turning its attention to fire-fighting apparatus the committee discussed the various factors to be considered in selecting apparatus for dealing with different types of fires.

The final portion of the report was devoted to a discussion of the inspection and maintenance of fire-fighting apparatus. "First on any fire prevention program," said the committee, "is the trooper inspection and maintenance of privately-owned fire-fighting apparatus, because there should be no uncertainty as to whether this equipment is in proper condition for immediate use when needed. Split seconds count, and because most conflagrations are small at the start, the ready availability of mechanically perfect equipment may mean a difference between slight damage and total loss of the property."

Maintaining Reservoirs

The complete range of problems encountered in maintaining railroad reservoirs was discussed in the report on Economical Methods for the Maintenance of Impounding Reservoirs, which was prepared by a committee of which A. J. Weir, supervisor of fuel and water service, Chicago, Milwaukee, St. Paul & Pacific, Chicago, was chairman. First reviewing the importance and functions of reservoirs as a means of supplying water for locomotive boilers, the committee then discussed the loss of water from reservoirs by evaporation and told how it could be retarded somewhat by forestation. After a brief discussion of the practices required to minimize the production of malaria-carrying mosquitoes at reservoirs in the southern states, the committee took up the matter of absorption and seepage and discussed the ways in which the loss of water due to these causes can be controlled or minimized.

Saying that silting is the greatest contributor to decreasing reservoir capacity, the committee offered examples showing how the problems presented by the silting of reservoirs at four different locations were overcome.

A brief account of the methods employed for controlling the growth of algae in reservoirs was followed by a discussion of the importance of maintaining dams and spillways properly. The matter of patroling watershed areas was then dealt with briefly, after which the committee summarized its findings, as follows:

"In general we might conclude that the investments by railroads in reservoirs, dams and spillways are relatively so large that definite maintenance practices must be established to protect these investments and to insure their continued, most effective use for railroad operation. Also, that silting presents the greatest maintenance problem, requiring intensive study of all possible methods of improving reservoir capacity prior to undertaking the costly work of cleaning the silt from the basin of the reservoir."

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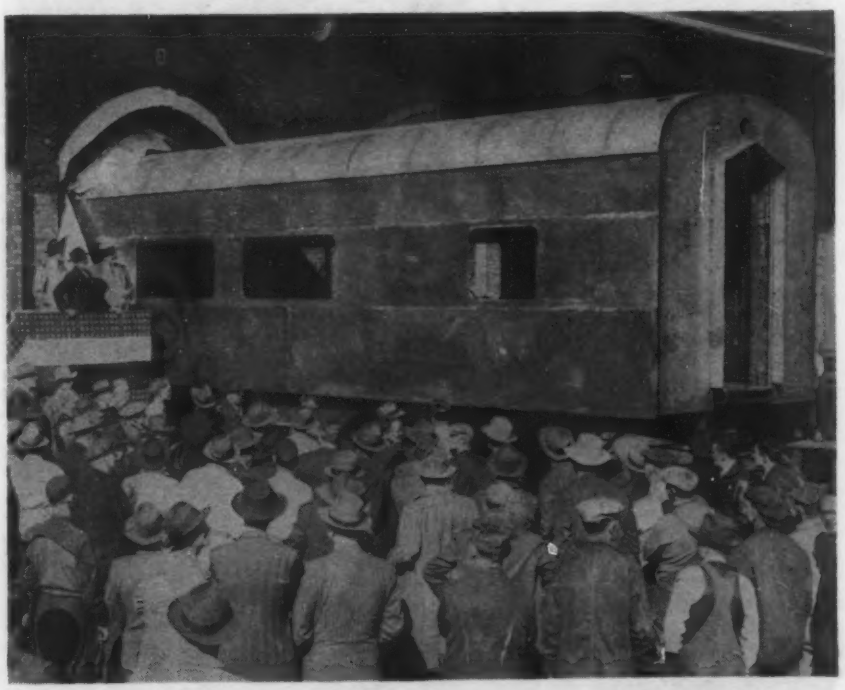


Pullman-Standard Celebrates Return to Peace-time Production

Several hundred spectators and plant employees recently saw the completed body frame structure of the first post-war passenger car emerge from the Pullman-Standard Car Manufacturing Co.'s Chicago plant. The car, which is one of 153 now on order by the New York Central, will be a de luxe 64-passenger streamline coach, of light-weight, welded construction, and will be equipped with tight-lock couplers, a public address system, air conditioning and both fluorescent and direct lighting. On the platform, from left to right are: H. V. Sherman, assistant to the works manager of the Chicago plant; J. L. McKee, vice-president, New York Central, and C. A. Liddle, president of Pullman-Standard

Pennsy Mechanizes Station Operation

Use of 25 new type powered flat trucks as partial substitution for hand trucks at Pittsburgh freight station produces estimated savings of $27,000 on $17,000 investment

THE partial substitution of three-wheel gasoline powered flat-bed trucks for hand trucks by the Pennsylvania at its 11th Street freight station in Pittsburgh, Pa., has brought about substantial savings and greatly improved operating conditions. This station is the road's principal L.C.L. terminal in the Pittsburgh area and is a completely modern facility. It serves as a receiving and delivering station for much of the merchandise handled by the company in downtown Pittsburgh and as a concentration or zone point for freight received or delivered through stations located in outlying parts of the city and handled to and from 11th Street by motor truck. In addition to the city freight, the station is a terminal and transfer point for line motor trucks operating in substitution for rail service to points as far distant as Cabot, Pa., on the Conemaugh division (40 miles), Beaver Falls on the Eastern division (30 miles), Burgettstown and Washington on the Panhandle division (27.5 and 32 miles, respectively), Charleroi on the Monongahela division (40 miles) and East Pittsburgh on the Pittsburgh division (12 miles). At present the station is handling about 42,000 tons of L.C.L. freight per month.

The Tricycle Arrangement and Short Wheel Base Make the "Chore Boy" a Highly Maneuverable Vehicle Well Adapted to Operating in Congested Areas

The east side of the station is an inbound freight house 80-ft. wide and 800-ft. long, bounded on the track side by a covered apron paltform 10-ft. wide. The apron has a covered extension on the south end which runs around the ends of the tracks and provides a connection with the outbound freight house and the two island platforms between the houses. On the north end of the apron platform is a 20-ft. uncovered extension on which is mounted a small crane for transferring heavy objects from motor trucks to the platform. Next to the apron on the west are two tracks, followed by a covered island platform 25-ft. wide and 1,080-ft. long. This is followed by four tracks, then another island platform of the same dimensions, two more tracks, and a second apron platform identical in all respects to the one adjacent to the inbound house. The west side of the station is a building 30-ft. wide by 800-ft. long that serves as the outbound house.

Easy Access to All Platforms

In addition to the extensions of the platforms around the ends of the tracks, each apron platform is connected with the nearest island platform by two 12-ft. wide transfer bridges spanning the two tracks between the platforms. These bridges, which have the running rails of the tracks built into them, are 10-ton Whiting hoists operated by motor driven screws. When lowered they permit access to the tracks in the center and south portions of the station. A total of 186 cars can be spotted on the eight tracks comprising the station layout.

The buildings themselves are of brick and concrete construction and, along with the platforms, have concrete floors. In the north end of the inbound house are two cold rooms for refrigeration of perishable shipments, one of which is being used, however, as a valuable room for the storage of shipments especially subject to theft, such as liquor, cigarettes, etc. The second story of this building contains offices for the agent and his staff. At the south end of the single story outbound house is a battery charging room where maintenance work on the batteries of the two electric drive heavy duty tractors and one electric portable crane is done. For handling heavy

shipments in open-top cars there is a 40-ton gantry crane spanning three tracks and capable of working over five cars on each track. This crane is located to the east of the inbound freight house and beyond the driveways, providing access to the house by vehicular traffic.

There is considerable mechanized equipment in use at the station in addition to the electric tractors and portable crane just mentioned. The equipment comprises two hydraulic jacks, one of 4,000-lb. and the other of 6,000-lb. capacity, both mounted on wheels; two fixed platform cranes of 6,000-lb. capacity; a gasoline powered platform sweeper, and 25 Buda "Chore Boy" gasoline engine powered platform trucks of 1,000-lb. capacity. In addition there is the usual supply of hand trucks found at any freight station.

"Chore Boys" Raise Efficiency

Since the installation of the "Chore Boys" in April, there has been a substantial reduction in platform costs for freight handling and a considerable increase in tons handled per trucker hour. In addition to the enlarged output per trucker hour, there has been a comparative increase in tons per checker hour due to the fact that in "Chore Boy" gangs there is a more even flow of merchandise to and from the cars and a reduction in the idle time spent by the checker due to all of the truckers being off on long hauls.

May	Increase in Tons Per Trucker Hr.	Per Cent Increase
1-7	0.23	25
8-14	0.24	27
15-21	0.23	24
22-31	0.23	25
Total	0.236	26
June		
1-7	0.269	28
8-14	0.261	30
15-21	0.303	35
Total 3 wks.	0.276	31

In daily operation there are three types of gangs at this station. The 2-wheel hand truck gangs, who handle about 60 per cent of the freight, consist of one tallyman (checker) and three truckers, all of whom operate hand trucks. Working in the inbound cars the "Chore Boy" gangs consist of a tallyman and three truckers, two of whom operate "Chore Boys" while the other uses a hand truck. "Chore Boy" gangs assigned to outbound cars are composed of a tallyman and four truckers, three of whom are provided with the gasoline powered trucks.

The "Chore Boys" are operated by the truckers themselves who ride with the load instead of walking and pulling the load. On an average run of light, bulky freight, a "Chore Boy" handles as much freight per trip as a hand truck, and at considerably higher speed. It is in this increased speed traveling between car and platform that the "Chore Boys'" chief advantages lie. Obviously, in a freight station of this size, the trucking distances frequently are rather long and, where hand trucks are used, a trip may require considerable time. (A round trip from the south end of the station layout to the extreme north end is nearly a half-mile.)

When Handling Light, Bulky Freight, the "Chore Boy" Has About the Capacity of Hand Trucks But Moves at Greater Speed—Note Wide Two-Way Bridge Over the Track Area

A Close-up View of the Whiting Ten-Ton Hoist Which Serves to Bridge the Track Area

Decrease Absenteeism

Other advantages resulting from the use of the "Chore Boys" in place of hand trucks are numerous. One, which is of particular importance at this time, is the decreased physical strain on the workers operating the "Chore Boys" as compared to hand truck operation. At present an average of 65 women are employed daily as freight truckers, a number of them operating the power driven trucks. Since the machines have been operating there has been a marked decline in the absentee ratio of those engaged in trucking freight, particularly among the women. Further, it has been found that the employees driving the gasoline trucks do not require so much rest time while on duty as do those using hand trucks.

A gain that was not anticipated has come in the somewhat heavier loading of cars in which the mechanized gangs operate. This is believed due to the fact that with hand trucking the trucker may run his freight into the car and deposit it against the remainder of the load without piling it higher. On the other hand, the flat bed of the mechanical truck requires that the trucker handle each piece of freight and place it in the car. In addition, he has an elevated platform about 18 in. above the floor on which to stand when stowing freight in the car. In spite of the greater speed at which the "Chore Boys" operate, there has been a reduction in the amount of damage to the freight handled by them when compared to hand trucked freight. Here again, this is believed due to the fact that the flat bed of the "Chore Boys" requires that the pieces be handled individually, thus eliminating shocks and damage occasioned by running the blade of a hand truck under the pile.

The Pennsylvania's brief experience

with the "Chore Boys" has already revealed that 80 per cent of the freight moving can be handled by these machines. Their rated capacity of 1,000 lb. permits handling of all except certain heavy shipments for which other means of handling must be found. In addition they are not suitable for extremely long pieces of freight such as pipe, reinforcing bars, etc. On the other hand, they have proved themselves ideal for package freight, tires, tinware, and other relatively small pieces. To secure maximum efficiency in the use of the gangs and the machines, when examination of the inbound waybills is made to route the shipments from the car to other cars or to spots in the freight house for delivery to various parts of the city, check is also made of the kind of merchandise in the car. When a car is found that contains a high percentage of heavy freight, numerous pieces of pipe, steel or similar articles, hand truck gangs are assigned to work the car, leaving the cars containing a preponderance of light, bulky freight for the "Chore Boy" gangs.

Maintenance Is Scheduled

Of the 25 "Chore Boys" in service, 24 are assigned for daily use, leaving one spare to protect maintenance schedules. There are two mechanics assigned to the station to maintain the 25 "Chore Boys," two electric tractors, electric portable crane, gasoline powered sweeper and other mechanical equipment in service there. A preventive maintenance schedule has been worked out calling for seven inspections of each machine per month. The schedule also gives each "Chore Boy" one unassigned day a month for servicing. A chart enables the mechanics to determine which machine is due for inspection on any particular day and also serves as a record of inspections, servicing and days out of service. In addition, each trucker is required to fill out a daily report card listing work needed on his machine.

Operation of the "Chore Boys" is simple. The machines use a magneto ignition system and are started by hand cranks, thus eliminating the need for batteries, generators and starting devices. Control is by means of a single clutch lever operating in three positions: forward, idle or reverse; a steering lever; an accelerator pedal and a brake pedal. The position of the brake and accelerator pedals are such that both must be operated by the same foot, thus doing away with any tendency on the part of the operator to feed fuel to the engine while the brakes are applied. As a safety feature the brake system is connected to the seat in such a way that unless the seat is depressed by the weight of the operator's body, the brakes are applied.

Indicated savings at the 11th Street station, Pittsburgh, are $0.15 per ton of freight handled. During a three-week test period in May, the "Chore Boy" gangs handled 10,676 tons of freight, which, when projected on an annual basis, gives a total yearly return of more than $27,000.00, or 159 per cent, on the $17,000 investment. In computing the savings, the cost of the 1,272 gallons of gasoline and 47 gallons of oil consumed during the test period and the wages of two full time mechanics were included in the expense of operating the "Chore Boys."

O. D. T. Aims at Jan. 1 Wind-up

National Association of Shippers Advisory Boards hears Col. J. Monroe Johnson declare railroads should be operated by private management

"I BELIEVE that for all time the American people will never again think of taking over the railroads by the government," Colonel J. Monroe Johnson, director, Office of Defense Transportation, declared in an address at a joint luncheon of the National Association of Shippers Advisory Boards and the Traffic Club of Chicago, held in Chicago on October 18.

Col. Johnson asserted that the American railroads could be managed successfully during war-time by their own managements but that the government cannot—"not even one railroad." Opening his remarks, he said that, although the military phases of the war had been successfully completed, the battle of transportation within the United States would not be ended until the return of homecoming servicemen had been completed.

In March of this year, he revealed, more munitions had been transshipped to Europe through the port of New York alone than were sent overseas through all ports during the entire period of World War I. "If there had been any ceiling on railroad capacity we would have found it then," he declared, adding, "It was not found."

Speaking of the railroads' war record, Col. Johnson said that during the past four years there have been record crops, all of which have been moved and that in spite of war, the movement of grain to date this year was greater than was moved in the United States before.

Troops Come First

After V-J day, Col. Johnson said, the armed forces gave the carriers and the O. D. T. such large figures on the rate of returning service men that they were "shocked." Nevertheless, he asserted, the railroads said, "We will do it." But, he added, the American people were not satisfied and went to Congress and demanded the return of the service men "now." To cope with these demands, he declared, "The greatest comfort and the greatest promptitude of the yet unfound capacities of the American railroads will be devoted to returning service men, and that will mean further discomfort to the rest of us."

Speaking of the approaching end of the O. D. T., Col. Johnson said, "No one will be happier than I when I can close this book and it is finished." Col. Johnson also paid tribute to the National Association of Shippers Advisory Boards as being one of the organizations most prominent among those who "knew how" to solve the transportation problem.

At an interview after the luncheon he disclosed that the O. D. T. will be virtually out of existence by January 1, 1946, but that he would continue to hold certain of his war-time powers until the emergency is officially ended. He stated that after November 1, the O. D. T. force will consist only of "historians and statisticians" except for a small group in the rail transport division who must remain to deal with the present passenger and freight car shortages.

Shippers Elect Officers

The luncheon at which Col. Johnson spoke came as a climax to the annual session of the National Association of Shippers Advisory Boards. The group re-elected the following officers: President, C. J. Goodyear, traffic manager, Philadelphia & Reading Coal & Iron Co., Philadelphia, Pa.; vice-president, Carl Giessow, director of traffic bureau, St. Louis Chamber of Commerce; and national secretary, Warner B. Shepherd, assistant general traffic manager, Aluminum Company of America. F. J. Rebhan, traffic manager, American Crystal Sugar Co., was elected vice-president, succeeding J. P. Gudger, traffic manager, Gulf Oil Corporation.

Among the speakers at the meeting were Mr. Goodyear, Mr. Shepherd, C. H. Buford, vice-president, Association of American Railroads; Charles H. Vayo, general traffic manager, Eastman Kodak Company; J. E. Bryan, general traffic manager, Wisconsin Pulp & Paper Mills; and Robert S. Henry, assistant to the president of the A. A. R.

In his opening remarks, President Goodyear stated: "The transportation situation for the next few months is precarious. Car loadings have decreased about 10 per cent below the peak. Nevertheless, while the supply of open-top equipment is apparently sufficient for the time being, the resumption of coal production will seriously strain the ability of the carriers to maintain an adequate

car supply, and the supply of box and refrigerator cars is so consistently short as to give continuing concern." As an aid to meeting this situation he called for continuance through the winter, at least, of the work of the local car efficiency committees of the association.

For the future, Mr. Goodyear expressed his belief that the board must continue its forecasts of loadings which will become more important than ever before due to the discontinuance of loadings forecasts by the O. D. T. and the Interstate Commerce Commission.

Private Ownership Best

Reviewing the boards' activities during the past year, Mr. Shepherd stated: "These past years have amply demonstrated that American transportation under private ownership and management can cooperate with those who use that transportation, and in that cooperation has performed far beyond anything that was formerly believed possible."

He remarked that the directors of the board, at a meeting in St. Louis, Mo., last April, had taken action favoring the repeal of land grant rates and the principle of the Bulwinkle bill, legalizing the conference method of rate making. At that meeting also the regional boards were urged to study the import of the various railway social security bills now pending in Congress.

Calling for greater efforts on the part of the regional boards to insure accuracy in loading forecasts, Mr. Shepherd stated that great strides had been made for improving the accuracy of the forecasts. As examples of what could be accomplished he cited the accuracy records of the Atlantic States and Southeast boards, each with accuracy of forecasts better than 99 per cent. Board membership is now 22,175, he reported.

Mr. Buford, in his remarks, paid tribute to the National Association of Shippers Advisory Boards as having made "the outstanding contribution to the successful operation of the railroads during this period, because your efforts have come from widely scattered points throughout every city and state of our country." He also expressed the appreciation of the carriers for the boards' efforts to reduce damaged shipments and to increase car efficiency. Concerning O. D. T. General Orders 1 and 18-A requiring heavier loading of L. C. L. and carload freight, Mr. Buford said these orders have been indispensable to the railroads, and that because of present shortages of equipment, especially box cars, should be continued for a time.

Sleeper Ban Until Next Year

Mr. Buford also mentioned the situation with respect to passenger travel in the immediate future. He revealed that the armed forces expected to transport to this country 850,000 men this month, 922,000 during November and 980,000 in December, with the proportion moving through the West Coast ports increasing toward the end of the year. Since the bulk of these men must be given at least one rail journey before discharge or reassignment, he stated that he could see little possibility for the restoration of sleeping cars to runs of 450 miles or less until some time after the first of the year, notwithstanding the installation of 1,200 new troop sleepers.

Turning to the future, he asserted that although the railroads have no reconversion problem as such, inasmuch as the same men, tracks and equipment are used in peace-time as in war-time, there was nevertheless a large rehabilitation and modernization program ahead. "We are looking for a demand for faster schedules, more comfortable cars and better freight service. We realize that improvements can and will be made in our freight service and we will strive to make the service more dependable and will continue our efforts to improve operations and reduce expenses." Continuing, he stated that although higher speeds are to be expected in the future, such speeds will not be at the sacrifice of safety.

Best Peace-Time Year Ahead

Mr. Buford stated that the railways are looking forward to the largest peacetime freight and passenger business in their history, but asserted that "they do not expect to do the job as they have had to do it during the war period, with crowded trains, inexperienced help and make-shift methods, but intend to provide clean and comfortable passenger cars and freight equipment of the best kind."

In his report of the activities of the car efficiency committees, Mr. Giessow praised their efforts in securing the reduction of excessive car detention under difficult conditions, calling on them to continue their activities in the immediate future. His report revealed that there were 914 such committees functioning throughout the nation on September 1. It was shown that the Northwest board had a detention record of less than 5 per cent of cars held over 48 hr. during a five-week period, and a yearly average of less than 9 per cent and that many other boards had records approaching the one of this board.

Mr. Vayo, reporting for the boards' national committee on planning, recommended that the boards broaden their scope to cooperate with other divisions of the A. A. R., in addition to the Car Service division as at present, and should consider other transportation matters, except rates. The report further suggested cooperation with express, truck, waterway and air line committees on a similar basis to the present cooperation with railways.

This committee also gave consideration to the practice of heavier loading of freight cars and of incentives for prompt release of equipment. It recommended the establishment, by the carriers, of incentives to accomplish these aims.

The report expressed opposition to the proposed revision of the Transportation of Explosives Act now pending in Congress, in that the bill seems to call for the transfer of the responsibility for the safe transportation of explosives from the Bureau of Explosives to the I. C. C.

Keep I. C. C. Independent

The committee also recommended that the association declare its position as favoring the continuance of the Interstate Commerce Commission as an independent tribunal rather than as a subordinate agency of the Department of Justice or some other portion of the executive branch of the government.

Mr. Bryan, reporting for the National Management Committee of the 1945 Perfect Shipping campaign, called for a year-round campaign as being an aid to reducing loss and damage to freight in transit. He stated that the 1945 campaign received more publicity than any previous one and attracted widespread interest. He pointed out that special claim convention committees had been established in many areas to cooperate with the carriers. He emphasized the necessity for mutual cooperation between the carriers and shippers if claims are to be reduced, suggesting that carriers should notify shippers of improperly packed freight while shippers should call the carriers' attention to instances of rough handling, etc.

The meeting was also addressed by Robert S. Henry, who informed the members of the status of legislation pending in Washington which affects transportation conditions. Along this line, L. F. Orr, general traffic manager, Pet Milk Co., introduced a motion, which was adopted, instructing the secretary to advise each of the regional boards of the pending revision of the tax bill in Congress which would repeal the excess profits tax, including the carry-over and carry-back provisions, and recommending that the boards suggest to Congress that the carry-over and carry-back provisions of the present act be retained in the new tax bill. He explained that this procedure was necessary to prevent the railways and other businesses from being forced to pay excess profits taxes on that portion of their operating expenses normally used for maintenance purposes which war conditions had forced them to defer.

In a pre-meeting nation-wide radio broadcast on October 17, in which George H. Shafer, general traffic manager of the Weyerhauser Sales Co., participated along with Mr. Giessow and Mr. Henry, the latter declared that railroads had not reach, or even come near the end of progress, although the necessity for continuous rail operation prevented spectacular and sudden changes that would occur could the railroads stop to "retool".

Mr. Giessow asserted that the war period "proved that this country needs and must have the sort of service which only the railroads can provide," adding: "The railroads are the only form of transportation that can move all sorts of freight in any kind of weather all over the country for an average charge of as little as one cent a ton per mile."

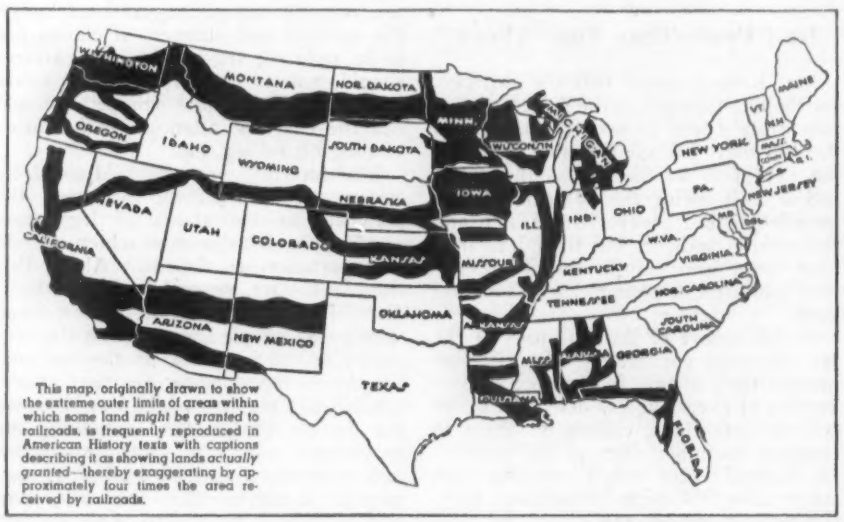
In his remarks, Mr. Shafer predicted

great improvements in the passenger cars of the future, stating: "I think the room or roomette type of sleeping car will largely, if not entirely, replace the present type of open-section sleeping car. The three-tier economy sleeping car will also be more widely used." Mr. Shafer forecast "safer, more dependable and more economical" freight service in the future due "not only to better freight cars, but also to better railroad operations."

Setting the Record Straight on Railroad Land Grants

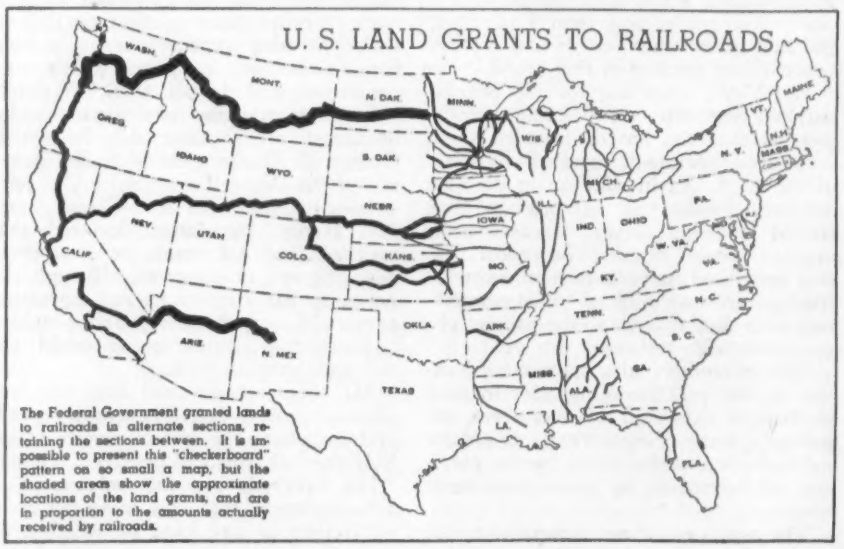
THE "Mississippi Valley Historical Review" for September publishes an article by Robert S. Henry, assistant to president, Association of American Railroads, entitled "Railroad Land Grant Legend in American History Texts," in which Colonel Henry examines the quality of reporting in 37 textbooks of American history on the story of the land grants made to the railroads by the federal government. The total area of such lands actually granted was approximately 131 million acres. Of the 37 textbooks examined, Colonel Henry discloses that 24 make specific reference to the area of land granted; but that only a couple of them give approximately correct figures of its extent. Fifteen of the textbooks, either graphically or in figures, show the area granted as anywhere from 20 per cent to 400 per cent more than it actually was.

The principal source of exaggerated conclusions as to the amount of land thus given away by the federal government in the encouragement of railroad building, Colonel Henry finds to be the misinterpretation of land-grant maps, such as that shown as Map No. 1 herewith, which portray—not the area of land actually granted to the railroads—but the limits within which such lands were located.



This map, originally drawn to show the extreme outer limits of areas within which some land *might be granted* to railroads, is frequently reproduced in American History texts with captions describing it as showing lands *actually granted*—thereby exaggerating by approximately four times the area received by railroads.

Map No. 1—Typical of Those Used in Many History Books to Give a Grossly Exaggerated Concept of the Area of Lands Granted to the Railroads



The Federal Government granted lands to railroads in alternate sections, retaining the sections between. It is impossible to present this "checkerboard" pattern on so small a map, but the shaded areas show the approximate locations of the land grants, and are in proportion to the amounts actually received by railroads.

Map No. 2—Federal Land Grants to Railroads, Drawn to Give an Accurate Measure of the Magnitude of the Land Grants

"Checkerboard" Arrangement

As Colonel Henry's article explains, lands were granted to railroads in alternate sections (640 acres) on a "checkerboard" pattern for a certain distance (varying from 6 miles to 40 miles) on either side of a proposed railroad line. If a section which should have gone to a railroad under this "checkerboard" arrangement had, however, already been deeded to someone else or was held back by the government for some reason, it was provided that the railroad would be recompensed by the grant of a substituted section of land beyond the original zone of 6 to 40 miles. The areas in which these substitutions were made were known as "indemnity limits," and ran as high as 60 miles on either side of a railroad receiving land grants; and, of course, a map showing these limits would cover a lot more area than that which was actually deeded over to the railroads.

Erroneous Interpretation

Actually the railroads received only a fraction of the land within the "indemnity limits," but lack of caution in interpreting such maps led to the assumption that the width of the "indemnity zones" gave an accurate portrayal of the area of land which actually came to the railroad.

Subsequently, maps were published in some of the history textbooks which show the "indemnity limits" as the land actually granted to the railroads; and they made the exaggeration worse by including lands granted for highway and river improvements with the railroad land grants, without explaining this inclusion.

Furthermore, Colonel Henry explains, some of the books call attention in their texts to their erroneous maps and ask the reader to judge from them what a "kingdom" was given to the railroads.

Colonel Henry further points out that these grants were made in assistance to only 18,738 miles of railroad; approximately 92 per cent of the country's railroad mileage received no such assistance. The "minimum" price at which

the public domain was offered for sale at the time of the land grants was $1.25 per acre although, says Colonel Henry, "the government was never able to realize even this figure as an average selling price." At $1.25 per acre, the land grants, at most, were worth $164 million. Government land sales averaged a price of about $1 per acre, by which measure the land grants were worth $131 million. Such facts, in Colonel Henry's opinion, scarcely warrant such adjectives as "lavish," "munificent" and "princely" which some of the history writers use in characterizing these grants, the magnitude of which they have misrepresented.

All but two of the 37 history textbooks examined neglect to mention the important fact that railroad rates on government traffic have been subject to a "deduction" because of these land grants—a means of compensation which a Congressional committee early this year estimated had yielded the federal government $900 million, or more than five times the value of the lands when granted. The facts, Colonel Henry insists, do not bear out the portrayal presented in many history books of "Uncle Sam scattering his substance with reckless extravagance, instead of the much more nearly correct picture of a canny landowner using part of his holdings to increase immeasurably the value of the rest, not as a gift but on terms which constituted a shrewder bargain than he realized."

The article is accompanied by Maps Nos. 1 and 2 reproduced herewith. Map No. 1 is typical of the inaccurate picture given in many history books, showing the land grants as far larger than they actually were. Map No. 2 locates the land grants, and its shaded areas are drawn to indicate in accurate perspective the area of lands actually received by the railroads.

High-Volume Buying Continues

July expenditures for railroad materials, excluding equipment, totaled $133,735,000

HIGH-VOLUME buying which has characterized the purchase of fuel, materials and supplies by Class I railways continued throughout the month of July when these purchases, exclusive of equipment, totaled $133,735,000 according to estimates prepared by *Railway Age* and based upon reports received from a large majority of the carriers. The July, 1945, total dipped approximately one per cent below that for June, 1945, and showed a drop of approximately 1 per cent compared with July, 1944; however, it was 13 per cent greater than for the same month of 1943, 32 per cent more than for July, 1942, and 34 per cent in excess of similar expenditures for July, 1941.

Seven Months' Expenditures

The cumulative total of expenditures for materials, fuel and supplies for the first seven months of 1945 amounted to $919,164,000 or 3 per cent less than the $945,203,000 total for the same period of 1944. Again, 1945 expenditures for the first seven months exceeded those for the same period of 1943 by 19 per cent; they were 21 per cent greater than for the first seven months of 1942 and exceeded total expenditures for the first seven months of 1941 by 46 per cent.

Purchases of all manufactured materials, including rails and crossties but excluding fuel, for July approximated those of June and amounted to $85,933,000, which is 1 per cent less than similar expenditures during July, 1944, but 15 per cent greater than July expenditures in 1943, 30 per cent greater than for July, 1942, and 23 per cent greater than for the same month of 1941. Purchases of materials and supplies from manufacturers during the first seven months of 1945 amounted to $585,503,000, which was 1 per cent less than the $591,760,000 expenditure during the first seven months of 1944, 26 per cent more than the seven months' total for 1943, 12 per cent greater than for 1942 and 33 per cent more than the $440,442,000 purchases during the same period of 1941.

High-volume buying of miscellaneous materials and supplies regularly required for the general maintenance of equipment and fixed property continued, with July expenditures amounting to $73,757,000 compared with $73,601,000 in June and $73,899,000 during the month of July, 1944. It is significant, too, that the July, 1945, expenditures in this category exceeded those of the same month in 1943 by 18 per cent; they were 34 per cent greater than for the same month in 1942 and 21 per cent greater than the seven months of 1941. Total expenditures for this purpose during the first seven months of 1945 amounted to $506,170,000.

Crossties Off

July expenditures of $5,883,000 reflected a further recession in crosstie production, which was 6 per cent less than the $6,270,000 for June, 21 per cent less than the $7,475,000 expenditure in 1944, 22 per cent less than the amount spent for crossties in July, 1943; 4 per cent more than for July, 1942, and 42 per cent more than for July production in 1941. Expenditures for crossties during the first seven months amounted to $41,502,000 or 17 per cent less during the same period of 1944 and 3 per cent less than during the similar period of 1943.

Rail Purchases Rise

Expenditures for rails during the month of July were greater than for any other month so far this year and amounted to $6,294,000, or 7 per cent greater than for the month of June and 12 per cent greater than for the month of July, 1944; 45 per cent greater than for the same month of 1943, 13 per cent greater than for July, 1942, and 34 per cent greater than for July, 1941. Total expenditures for rails during the first seven months of 1945 amounted to $37,832,000 or 16 per cent less than the $44,855,000 total of 1944, 20 per cent greater than for the same period in 1943, 10 per cent greater than for the same period in 1942 and 10 per cent more than for the first seven months of 1941.

Class I roads spent $47,802,000 for fuel during the month of July compared with $48,846,000 during June and $47,384,000 during July, 1944. Cumulative expenditures for fuel during the first seven months of 1945 totaled $333,661,000 or 6 per cent less than the $353,443,000 spent for the same purpose during the same period of 1944, 9 per cent more than for the same period in 1943, 39 per cent more than for the first seven months of 1942 and 77 per cent more than for the first seven months of 1941.

Supplies on Hand

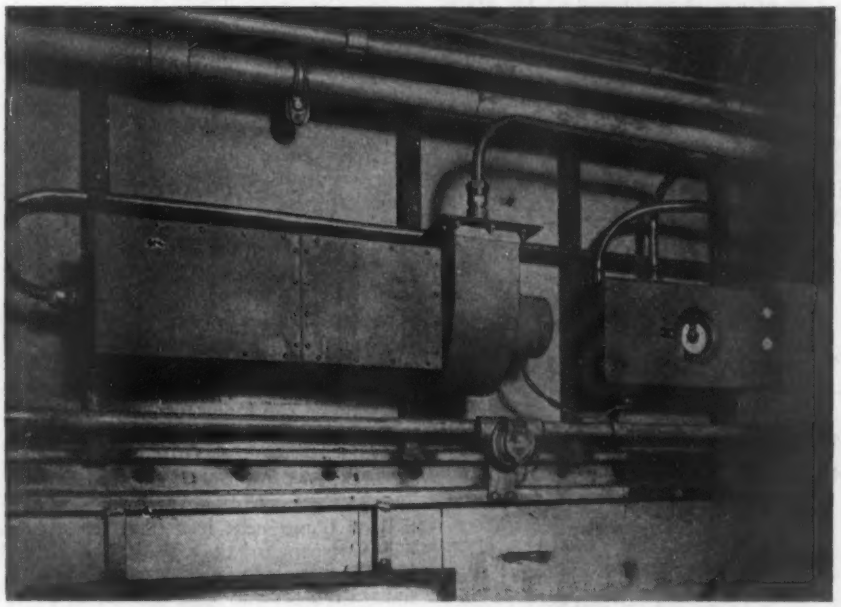
Materials and supplies carried in stock by Class I railroads amounted to $608,103,000 on August 1, 1945, according to reports of the Interstate Commerce Commission. This total reflects comparatively little change since the first of June; it is 1 per cent less than the $614,142,000 total on April 1, 1945, 1 per cent more than on January 1, 1945, and 2 per cent more than the $594,393,000 total of all materials and supplies and stock on August 1, 1944.

According to *Railway Age* estimates, fuel stocks on hand on August 1, 1945, amounted to $56,248,000, or 13 per cent less than on the same date in 1944. Rails on hand amounted to $26,332,000, or 13 per cent more than on the same date last year. The value of crosstie inventories amounted to $66,422,000, which is the lowest value for any period since the beginning of 1944, 2 per cent less than on July 1, 6 per cent less than on June 1, 8 per cent less than on January 1, 1945, and 12 per cent less than on August 1, 1944.

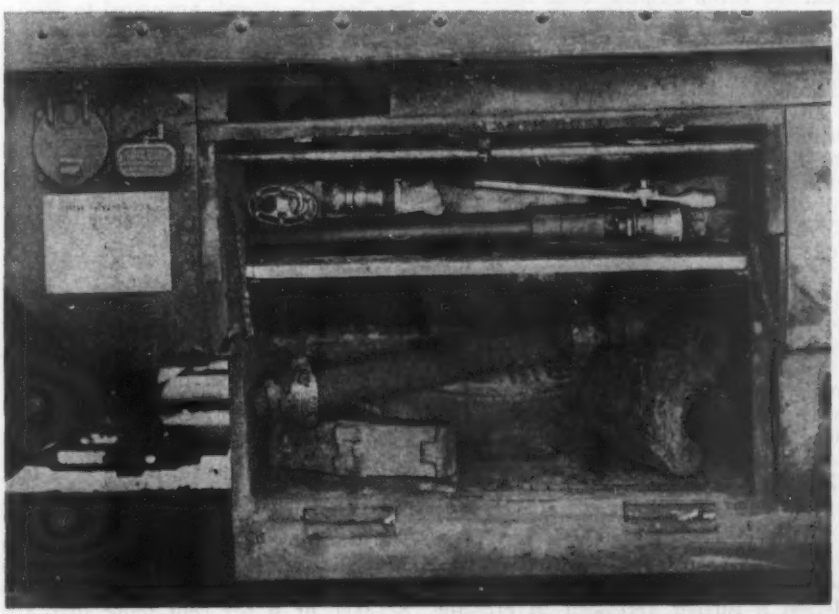
The value of store stocks totaled $449,821,000, or 6 per cent more than the $422,002,000 carried on August 1, 1944. Scrap on hand was valued at $9,280,000, or 4 per cent more than on the same date last year.

Fire Protection for Diesel Locomotives

Seaboard has installed detecting devices to warn of fire, smoke and excessive heat, and extinguishing apparatus for use around electrical equipment and for fighting oil fires



A Smoke Detector, Shown at the Right, Gives Immediate Warning of Any Fire Underneath the Locomotive or in the Battery Boxes—The Exhauster, Shown at the Left, Draws Samples of Air Continously from Intakes Through a Piping System to the Detector



The Foam Playpipes for Fighting Fires Underneath a Locomotive or Along the Right-of-way Are Carried in the Upper Section of the Compartment for Re-railing Equipment—The Pull Box Is at the Left of the Compartment

IN the last few years American railroads have added many Diesel-electric passenger and freight locomotives to their motive power inventory. This type of equipment entails an unusually high unit investment and has presented some fire problems. Fire protection has usually been limited to several hand-operated portable fire extinguishers and these in several known cases have not provided enough extinguishing power to kill fires of the size likely to be encountered in Diesel locomotives.

If full protection is desired, it is essential to provide not only fire-fighting equipment with control power sufficient for any emergency but also equipment that will detect fire before it is whipped to critical size by the air disturbances which Diesel locomotives create when traveling at high speeds. Built-in smoke and heat-detecting and fire-protection systems have now been designed to safeguard against the special fire hazards encountered in Diesel locomotives. The first complete system built into a locomotive was placed in engine No. 3001 of the Seaboard. This equipment has been in service since April 6, 1945. A variation of the installation has been placed in a Chicago, Burlington & Quincy Diesel-electric locomotive.

Fire Danger on a Diesel

There are five principal points of hazard from fire on Diesel equipment. These are:

1—Inside the locomotive proper, where fires may be started around the engine by exhaust flames from leaky or blown gaskets. Fires have occurred involving oil filters, oil pumps, broken oil lines, and vee-belts for auxiliary equipment.

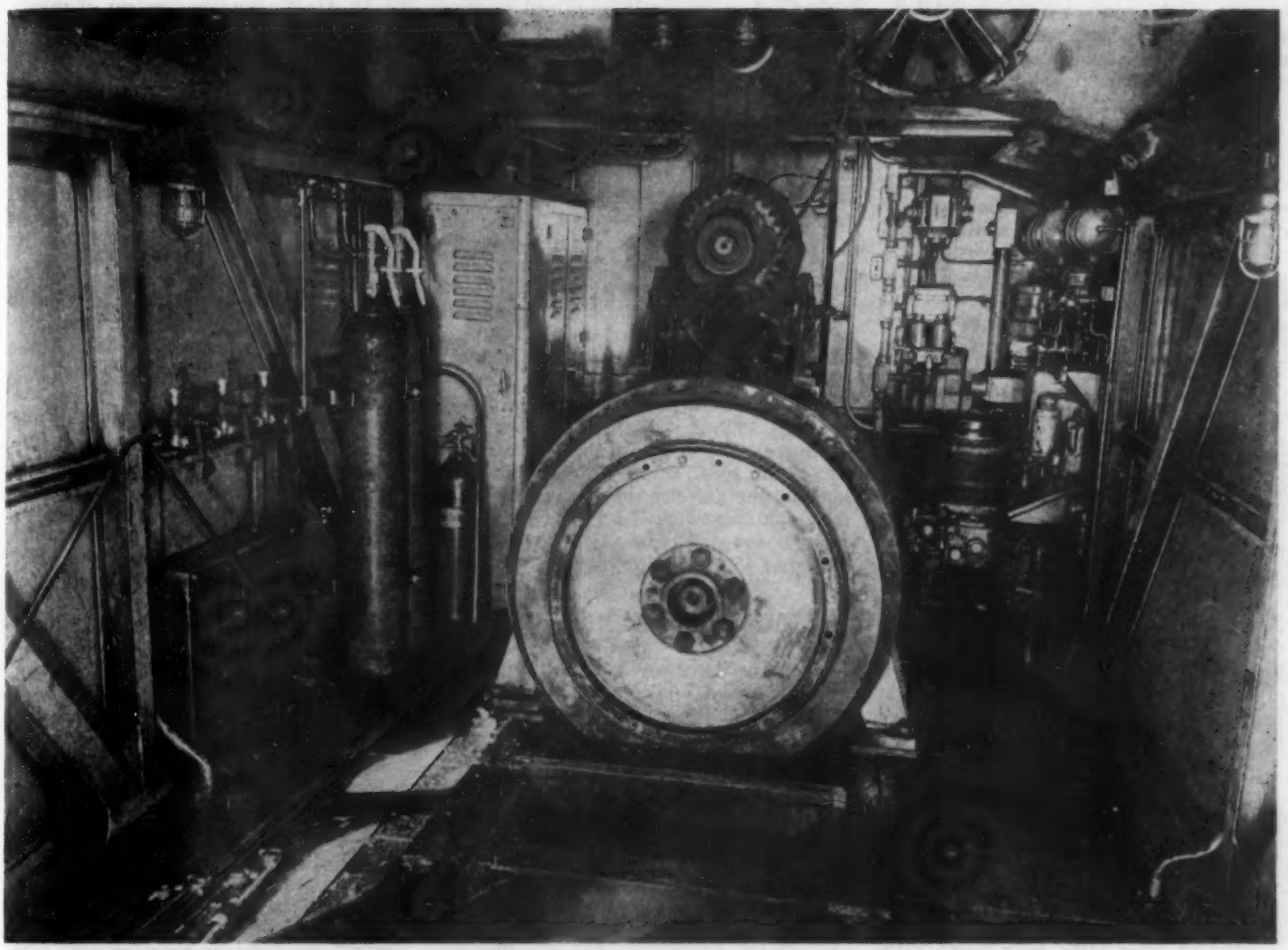
2—In electric high-voltage cabinets where fires in controls, relays or circuit breakers may occur.

3—Inside or underneath the locomotive from fuel-oil leaks.

4—In battery boxes, where short-circuited cables have been the contributing factor.

5—Underneath the locomotive where road dust, weeds, paper and other debris may accumulate and become saturated with oil. Sparks from brake shoes are the principal source of ignition.

The equipment in the Seaboard locomotive comprises an automatic smoke-detecting system for immediate detection of any fires underneath the locomotive or in the battery boxes; a thermostatic detecting system for fires around

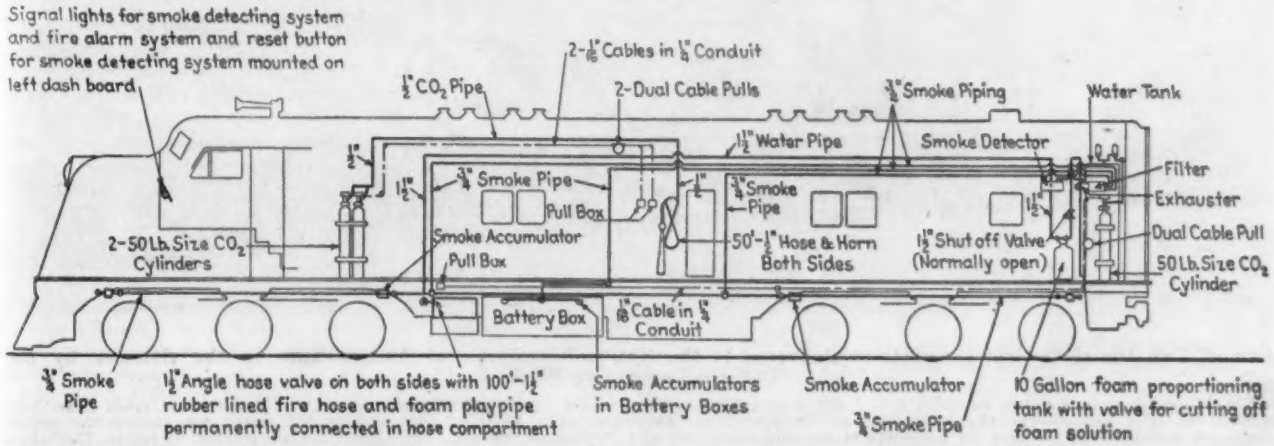


Two 50-Lb. Cylinders of Carbon-Dioxide Gas Are Shown in Place—Directional Valves to Govern Gas Flow to Either the Built-in System or to Hose Lines Appear at the Left of the Cylinders

the engines; a built-in carbon dioxide system for smothering fires around the motors; a carbon dioxide hose system for killing fires elsewhere inside or underneath the locomotive; a large capacity foam and water system for protection against oil or debris fires underneath the locomotive or within 100 ft. of the tracks on the right-of-way; and, hand extinguishers for small or incipient fires.

The smoke-detecting apparatus consists of a smoke-detecting cabinet, an electrically driven exhauster, a filter for dust removal, and piping which leads from the cabinet to the air intakes located over the traction-wheel axles and in each battery box. Air is drawn in continuously through the pipes and the filter to the smoke-detecting cabinet and is exhausted from the top through louvres. When smoke is present, an electronically operated device in the cabinet sounds a gong and lights a smoke alarm lamp in the cab.

The heat-detecting system is activated by two thermostats mounted over each Diesel engine between the exhaust jacks. Each thermostat has one normally open contact set to close when the surrounding temperature reaches 300 deg. F.


Signal lights for smoke detecting system and fire alarm system and reset button for smoke detecting system mounted on left dash board
2-1/0 Cables in 1" Conduit
1" CO2 Pipe
2-Dual Cable Pulls
3/4" Smoke Piping
Water Tank
1 1/2" Water Pipe
Smoke Detector
Filter
Exhauster
Dual Cable Pull
50 Lb. Size CO2 Cylinder
3/4" Smoke Pipe
Pull Box
Smoke Accumulator
Pull Box
2-50 Lb. Size CO2 Cylinders
50'-1" Hose & Horn Both Sides
1 1/2" Shut off Valve (Normally open)
Battery Box
1" Cable in 1" Conduit
3/4" Smoke Pipe
1 1/2" Angle hose valve on both sides with 100'-1 1/2" rubber lined fire hose and foam playpipe permanently connected in hose compartment
Smoke Accumulators in Battery Boxes
Smoke Accumulator
3/4" Smoke Pipe
10 Gallon foam proportioning tank with valve for cutting off foam solution

General Arrangement of Detecting Apparatus and Fire-Fighting Equipment in a Seaboard Diesel-Electric Locomotive

Closing of the contact lights a red fire-alarm lamp in the cab and closes a relay which in turn sounds an alarm gong over the rear exit from the cab.

Fire Extinguishing Equipment

The carbon-dioxide fire-extinguishing system consists of two 50-lb. capacity cylinders of carbon dioxide with manual release valves, directional valves, a simple piping system, and horn-type nozzles located either over the Diesel engines between the exhaust jacks for extinguishing engine fires or on the side walls of the interior for total flooding of the entire locomotive. The gas is dry, inert and nonconducting, and is completely harmless to machinery, wiring or other equipment. It is held under 850 lb. pressure at normal room temperature in the cylinders, and when released in a confined area it will force itself into the smallest cracks to smother sparks or flame.

The hose systems each comprise two 50-ft. lengths of hose, equipped with discharge horns. When not in use, the hose is stored on racks. The gas supply comes from the same cylinders that feed the built-in system and is diverted to the hoses by means of a directional valve.

The combination foam and water system includes a 200-gal. water tank which is installed on the locomotive in either a horizontal or a vertical position, a 50-lb. cylinder of carbon dioxide to provide pressure, a 10-gal. proportioning tank of Pyrene foam compound, two 100-ft. lengths of hose fitted with foam playpipes, two pull boxes with cables and pulleys for activating the system, and the necessary valves. A pull box, a hose and a playpipe are carried in a space provided on each side of the locomotive and can be set in operation from either side. This self-contained system will produce 3,500 gal. of air foam at a rate of 700 gal. per min., or can discharge up to 200 gal. of plain water, if foam is not needed.

One 20-lb. portable carbon dioxide extinguisher at each end inside the locomotive and a one-quart vaporizing liquid extinguisher located near the cab are provided to kill incipient fires.

A lamp illuminates a green pilot lens in the face of the smoke-detecting cabinet when the system is operating. If the green light does not show when the system is on, the lamp is assumed to have burned out and must be replaced. The face of the cabinet is easily removable for this purpose. A buzzer inside the unit sounds if there is trouble with its operation. If smoke has been picked up, a red light shows through another lens in the cabinet and a pointer in a smoke alarm relay in the front cover swings over to close an electrical circuit that sounds an alarm.

Minimum Maintenance

The fire detection and extinguishing systems are maintained with a minimum of time and effort. The dust filter is cleaned and the exhauster motor oiled once a month. Piping is inspected occasionally for damage and the air intakes checked to make certain they are open. Maintenance of the carbon-dioxide system necessitates only a periodic checking of the nozzles, an inspection of the cylinders to make sure that they are firmly bracketed, and a weighing of the cylinders each six months. Maintenance of the foam and water system requires only a checking of the water tank before each run, and the replacement of water, water cylinder and foam compound if the system has been used.

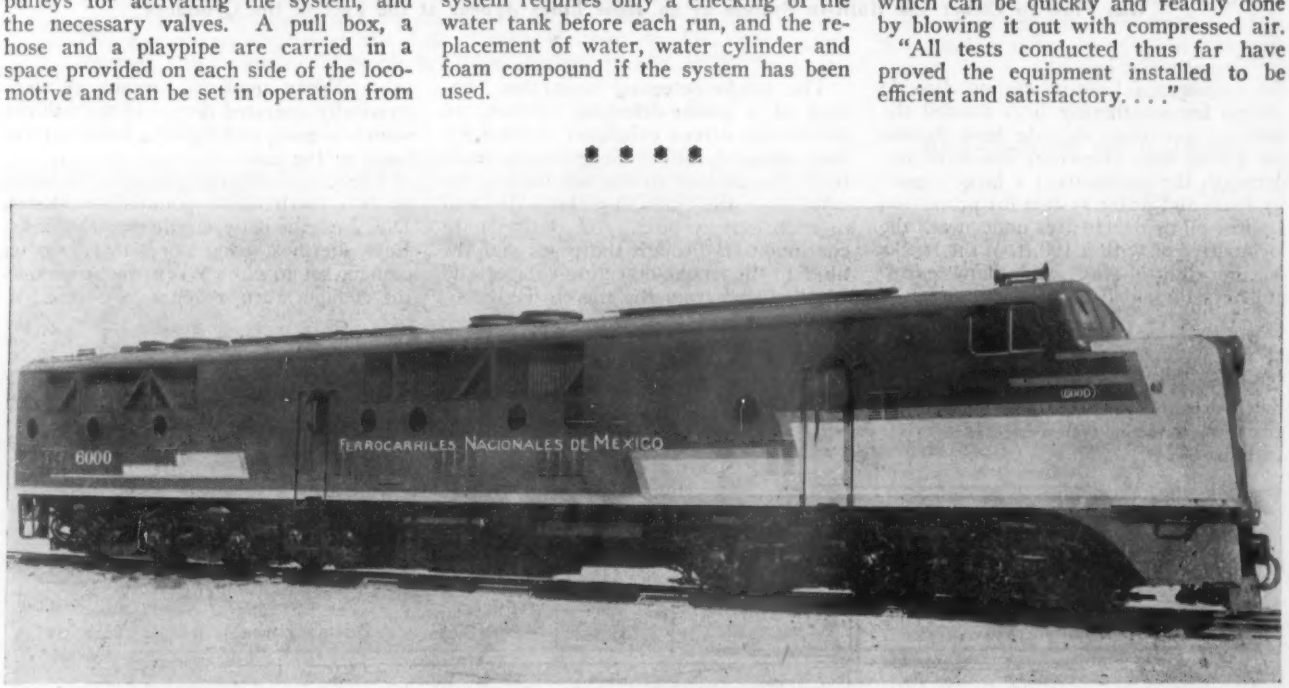
L. J. Molloy, superintendent of insurance for the Seaboard, in commenting on the efficiency of the systems, stated: ". . . Diesel locomotive 3001, equipped with C-O-Two Fire Equipment Company's smoke detecting device and fixed equipment, was inspected at Hermitage, Va., upon the arrival of train 108 from Miami, Fla., on Saturday, April 7.

"Acceptably Satisfactory"

". . . the smoke-detecting device is apparently acceptably satisfactory, having withstood vibration of locomotive for over 1,000 miles without any sign of distress. The locomotive passed through the dust of Florida without operating the alarm, but the indicator needle was observed to move intermittently while the train was standing near the steam locomotives at Wildwood, Fla., and in the Jacksonville, Fla., terminal, where damp weather conditions kept smoke near the ground, also, while passing a fire in a sawdust pile near Hamlet, N. C. However, the amounts of smoke collected by the accumulators from these remote sources were so diluted that they did not register sufficient density to operate the detector to the point of ringing the alarm; yet at Hermitage, upon applying a small amount of smoke near just one of the 16 accumulators, the alarm was sounded almost immediately.

"Very little dust was noticed on the filter at the end of the Miami-Richmond, Va., trip although the odor of wood smoke was quite noticeable. It is thought unnecessary to clean this filter more than once or twice each month, which can be quickly and readily done by blowing it out with compressed air.

"All tests conducted thus far have proved the equipment installed to be efficient and satisfactory. . . ."



One of Two Diesel-Electric Locomotives Delivered to the National Railways of Mexico Late in the Summer by the Baldwin Locomotive Works

These locomotives, in operation on trains Nos. 7 and 8 on a 521-mile run between Juarez and Torreon, are said to have released seven steam locomotives for other service—The new locomotives are handling 10-car passenger trains weighing approximately 800 metric tons behind the tender. Maximum grades are 0.7 per cent for a distance of 40 miles southbound and 70 miles northbound. Fueling facilities are provided at Juarez, Chihuahua, and Torreon. The two Diesel engines in each locomotive have an aggregate brake rating of 2,000 hp. at 625 r.p.m. The starting tractive force is 76,000 lb.

GENERAL NEWS

Highways Little Use To Army Transport

Plans for heavy reliance on trucks junked, job is done over 90% by rail

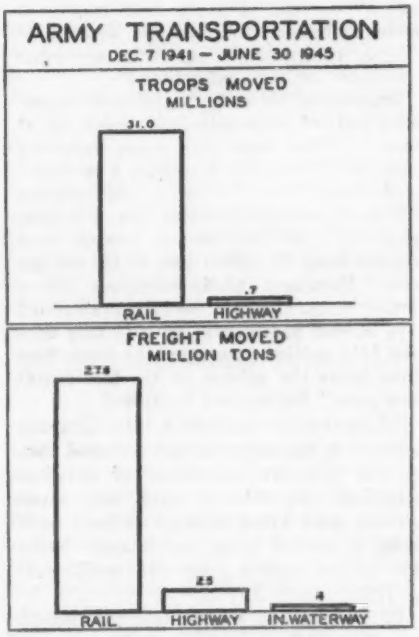
The Cleveland Trust Company's authoritative "Business Bulletin" for October 15 calls attention to the amazing degree of dependence of the country's military establishment upon railroad transportation during the recent war—these carriers handling more than nine-tenths of the Army's transportation requirements.

We Made the Nazis' Mistake—"In our pre-war planning," says the Bulletin, "we made the same mistake that the Germans made. We assumed that our modern highway systems would play a major role in the movements of men and munitions in the event of war. We took the railroads for granted, but we did not realize that they would prove to be completely indispensable, and that they would do nearly the whole job of military transportation in this country."

"From Pearl Harbor up to the end of June of this year," the Bulletin proceeds to explain, "nearly 32 million soldiers were transported in this country in organized movements. The Army Transportation Corps has recently released a report telling something about how this huge volume of passenger traffic was handled, and what means of transportation were used. In brief summary the findings show that the railroads were far and away the most important factors in handling both troop movements and the transportation of munitions and all military freight. Highways, airplanes, and inland waterways were all used but the railroads handled more than nine-tenths of the Army transportation.

Highways Not Much Use—"In the diagram the two columns in the upper part represent the troops carried in organized movements. Thirty-one millions of them were moved by the railroads, and 731 thousands, or less than two and one-half percent as many, went by highways. The highway movements were in reality much smaller in proportion than the figures indicate because the average length of the highway movements was much shorter than that of the rail movements. Pre-war military road maps of this country made elaborate provisions for moving troops over the highways, but when it had to be done rapidly and on a large scale it was found that the railroads had to be relied on for almost the whole job.

"In the lower part of the diagram the three columns represent in millions of tons the military freight carried by the railroads, over the highways, and on the inland waterways. Out of a total of 307 million tons some 278 million tons, or more than 90 per cent, was transported as railroad freight. Twenty-five million tons, or about nine per cent, were moved over the highways, and only four million tons went on the inland waterways. Again it must be noted that these figures understate the share of the railroads in this huge freight movement because the average length of haul by railroad is much greater than that by highway or on the inland waterways."



From the Cleveland Trust Company's "Business Bulletin"

T. C. Should Be Kept—In conclusion, the Bulletin expresses an opinion parallel to that set forth frequently in the editorial pages of this paper, viz., that: "It is greatly to be hoped that in our post-war military establishment the newly created Army Transportation Corps will be continued, and that it will be assigned an important place in the formulation of staff plans for dealing with any future emergency."

Legion of Merit for N. & W. Army Railroader

Maj. Garland W. Meredith, of Pulaski, Va., formerly Norfolk & Western motive power shop foreman at Roanoke, and at present executive officer of the N. & W.-sponsored 755th Railway Shop Battalion, recently was awarded the Legion of Merit at a battalion formation in Belgium, Headquarters, European Theater of Operations, has announced.

Major Meredith, who entered the army in November, 1942, was cited for his "outstanding work . . . in speeding up vitally needed transportation on the European continent during operations. . . ."

M. P. "Eagle" Makes Extra Rescue Run

Prompt action of railroad officers averts long wait for returned servicemen

An overnight lay-over at St. Louis, which would have delayed the homeward journeys of some 200 veterans returning from overseas, was averted recently through the prompt action of operating and traffic officers of the Missouri Pacific, who sent that road's streamlined "Missouri River Eagle" on an extra and unscheduled trip from St. Louis, Mo., to Kansas City.

The men were part of a group of 400 overseas veterans en route to Ft. Riley, Kan., where many of them were due to be honorably discharged from the service. Trains from the East had landed them in St. Louis Union Station early one afternoon, but it was found that only half of them could be accommodated in regular equipment in the road's two afternoon trains to Kansas City. With no extra cars available this meant that some must wait for the midnight train, while the majority would have to remain overnight in St. Louis.

Hasty consultation by Missouri Pacific operating and traffic officers revealed the fact that the men remaining after the departure of the two afternoon trains could be comfortably accommodated in the "Missouri River Eagle" which was due to arrive in St. Louis from Omaha, Neb., and Kansas City at 5:40 p. m. However, this train was due to depart on its regular run at 8:50 the following morning and if used would have to be returned promptly from Kansas City. Further, it would have to be cleaned and serviced before the servicemen could use it and its Diesel-electric locomotive required several hours for servicing and, hence, could not be used.

In spite of these difficulties it was decided to make the run with the "Eagle" and arrangements were made with Terminal Railroad Association to back the "Eagle" into a Union Station track where water connections and other servicing facilities were available. In the meanwhile a crew of coach cleaners was summoned from the M. P. coach yards to Union Station. To provide power, a steam locomotive was prepared and backed to the station.

The "Eagle" arrived at St. Louis at 5:55 p. m., 15 min. late. At 6:15 p. m., it departed, with the steam locomotive replacing the Diesel as motive power. In 20 min., the regular passengers had been unloaded, the train serviced and cleaned, engines changed, and 200 soldiers taken aboard. Five hours later, at 11:15 p. m.,

the train arrived at Kansas City, depositing its load of soldiers 279 miles, and many hours, closer to home. Returning light to St. Louis, the train departed at 8:50 the following morning—"On time."

September Operating Revenues 15.6 Per Cent Under 1944

From preliminary reports of Class I roads representing 80.4 per cent of total operating revenues, the Association of American Railroads has estimated that the September gross totaled $545,608,420, a decrease of 15.6 per cent below the $646,253,990 reported for September, 1944. Estimated September freight revenues were $390,677,334, compared with $475,584,944, a decrease of 17.9 per cent. Estimated passenger revenues were $113,111,004, compared with $124,868,897, a decrease of 9.4 per cent.

Canadian Party Leaders Laud War Job of Railways

High praise for the war work done by the Canadian railways was voiced in the House of Commons, at Ottawa, during debate of the motion (reported in *Railway Age*, October 20, page 654) to set up the annual committee to deal with the Canadian National's budget and expenditure for the year 1944. The committee began its work this week.

Gordon Graydon, spokesman for the Progressive-Conservative party, and M. J. Coldwell, Socialist party leader, both were warm in their praise of the railways' war work, but as one observer noted, whether they will follow through next session and support a move by the railroads to secure higher freight rates "will remain to be seen."

Commending the record of railwaymen both at home and overseas, Mr. Graydon said it was "a proud record to which railwaymen right across Canada may point when it is recorded that almost 43,000 of their number have served in the armed forces," one out of every four employees having enlisted. Mr. Graydon doubted "if a better record can be shown by any other branch of our national activity."

Meanwhile, he said, "an almost impossible task of transportation" went on at home." How these railroaders mastered their task "was little less than a miracle," he declared, "for in 1938 . . . the railways of Canada carried 78 million tons of freight, while in 1944 the freight tonnage had jumped from 78 million tons to 152 million tons. Passenger traffic increases tell a similar story. In 1938 the railways carried 17½ million passengers: in 1944 they carried 54½ million passengers, or more than three times the volume of the last peacetime year," the speaker explained.

Of particular significance, Mr. Graydon believes, is the safety record achieved during the "pressure and strain" of war-time operation. In 1944, he said, only seven persons were killed through railway accidents, a ratio of killed and injured "lower than in the smaller peace-time traffic year of 1938."

Of interest, too, he felt, was the "superb war-time job" of the 3,100 dining car employees on the two Canadian railways, who, during the last calendar year, served en route "with notable efficiency and service no less than 9,000,000 meals."

Speaking as a war-time traveler, the Socialist leader, Mr. Coldwell, expressed amazement at the "efficiency of conductors, engineers, sleeping-car porters, dining-car stewards, and those charged with the responsibility of looking after railway offices and providing us with transportation."

It would be "a mistake," he suggested, if at any time "we in this House of Commons, elected in a legislative capacity, were called upon to try to operate an economic utility owned by the country." Observing that such government-owned corporations are by statute "free from active interference by members of the House," Mr. Coldwell considers it a "duty" of all members to insure that politics never enter the operation of railways, broadcasting systems or any other publicly-owned utility. "As long as we have the right to investigate the proceedings of these organizations to see that they give the people service and do a good job, our responsibility in connection with them as elected members of this house ends," the speaker concluded.

A.A.R. Issues New "Quiz" Book

What is the cost of stopping and starting a train? What is meant by "per diem"? Were sails ever used for the propulsion of railway cars? The answers to these and 447 other questions which are frequently asked about the American railroads will be found in the third edition of the "Quiz on Railroads and Railroading" just issued by the Association of American Railroads.

First issued in 1940, the popularity of this booklet has increased each year. It has proved especially useful as a source of ready reference for teachers, students, editors and writers, as well as railway employees. It is used extensively as an authentic source book for "quiz" programs. The new edition contains the latest available information on a wide range of railway topics and includes a new division dealing with the wartime activities of the railroads. Copies are available from the Association of American Railroads, Transportation Building, Washington 6, D. C.

Rio Grande Quickens Passenger Schedules

The Denver & Rio Grande Western, on October 14, established new daily passenger train service in each direction between Denver, Colo., and Salt Lake City, Utah, via the Moffat tunnel route, on a schedule of 15⅛-hr., westbound and 15½-hr. eastbound, a reduction of 1½-hr. as compared with the fastest previous westbound schedules and 1⅛-hr. less than previous eastward schedules.

The new trains, No. 7 and 8, are known as the "Prospectors" and carry standard sleepers, a full-length lounge car, diner and coaches. In addition, the westward "Prospector" handles a tourist sleeper from Denver to Oakland, Cal., via the Western Pacific's "Exposition Flyer" from Salt Lake City. Departure from Denver is at 4:30 p. m. with arrival at Salt Lake City at 7:50 the next morning. Eastward, the new train leaves Salt Lake City at 5:00 p. m., arriving in Denver at 8:30 the following morning.

Wages and Prices Are None of the Government's Business

"Several times President Truman has seemed about to announce a new 'wage-price policy.' Each time he has postponed it. Judging by some of the contemplated policies hinted at, the longer such an announcement is postponed the less likely the Administration is to commit itself to a dangerous course. . . .

"The proposals being put forward in Washington in the search for a new policy are highly unpromising. 'Labor' is made up of millions of men and women working in hundreds of different occupations for thousands of different wage rates. 'Industry' is made up of companies some of which are making high profits, some moderate profits, and some losses, and none of which is sure what profits it will make next year. Yet 'labor' and 'industry' are discussed as if each of them was a single unit.

"The suggestion is put forward that everything would be solved, for example, if 'industry' could see its way clear to add another 5 per cent to wages, or even more, out of profits. The Administration appears to be thinking of the same rate of wage increase for all workers, regardless of the levels they now start from. This overlooks the fact that it is precisely the workers who gained most during the war whose spokesmen are now most vehement in demanding further increases. The automobile workers, who have put forward the most extravagant proposals for wage increases, were receiving in July an average of $59.69 a week. This compares with $45.42 a week for all manufacturing workers, and an average of $29.34 a week for workers in retail trades.

"The automobile workers, in other words, were receiving more than twice as much in July as the workers in retail trades. Their increase in weekly wages over those of January, 1941, partly as a result of overtime, was 58 per cent, while the increase in weekly earnings of workers in the retail trades was only 38 per cent. Yet the automobile workers insist on retaining this war advantage in weekly wages over retail workers, though they do not wish to continue the overtime that helped to give them the advantage.

"If the Administration tries to adopt a wage-price policy it will have to decide what every wage will be and what every price will be. It is an impossible problem. It can lead only toward a totalitarian economy. There is one workable alternative. The Administration, now that the war is over, should stop trying to manage either wages or prices, and return to a free competitive market economy."

—From the New York Times

With the establishment of the new train, the all-Pullman section of the westward "Exposition Flyer," which formerly left Denver at 3:00 p. m., and the eastward "Advance Exposition Flyer" have been discontinued. The through equipment between Chicago and Oakland previously handled on the former train is now operated as a part of the regular westward "Exposition Flyer," leaving Denver at 2:00 p. m.

Erie Vice-President Is Awarded Distinguished Service Medal

Brig. Gen. Paul W. Johnston, whose recent return to the Erie as vice-president, personnel, was noticed in the *Railway Age* of September 29, has been awarded the Distinguished Service Medal for "outstanding" services performed during his three and one-half years in the Far Eastern theater in charge of procurement, lend-lease and reciprocal lend-lease on the staff of Gen. Douglas MacArthur. General Johnston received his citation from Col. William H. Dunham, Commandant at Camp Perry, Ohio, before a gathering including President R. E. Woodruff and other Erie officers in the Cleveland headquarters.

The citation noted that General Johnston had "distinguished himself in duties of great responsibility from April, 1942, to June, 1945, in the Southwest Pacific area." Following his tenure as chief of railroad transportation, U. S. Army Forces in Australia, he became general purchasing agent for the Army Services of Supply (later the U. S. Army Forces in the Far East), in which capacity he was responsible for the procurement for American forces of a variety of supplies and equipment in Australia and other parts of the Southwest Pacific. It is said "he developed an organization which processed reverse lend-lease transactions totaling more than a billion dollars and established a record of conspicuously efficient operation." While serving in Australia as the principal representative of the commander-in-chief, he was responsible for advice on the Australian government's requirements for lend-lease supplies. "Throughout this period," the award explained, "General Johnston's accomplishments were characterized by tact, firmness, broad vision, sound business principles and a clear understanding of the art of satisfactory compromise."

Photo Courtesy Erie

General Johnston Receiving the Distinguished Service Medal from Colonel Dunham, Camp Perry Commandant

700 Pullmans Move Third Fleet

Nearly 700 Pullman cars were supplied last week by the Pullman Company at four important points of the West Coast to transport officers and men from units of the United States Third Fleet to eastern sections of the country. The sleeping cars were assembled at Seattle, Wash., and San Francisco, Cal., San Diego and Los Angeles.

Because of the speed with which the assembling and equipping of the cars was accomplished the transferring of the men was performed in record time. Within a three-day period approximately 20,000 sailors left the three ports while, of this number, 11,000 were transported in a 24-hour period.

Strike Delays New Tariffs in Class Rate Case

As a result of a prolonged strike in Chicago job printing plants, the publication of tariffs for the Western Trunk Line Committee, Central Freight Association, and Illinois Freight Association has been so delayed, they have informed the Interstate Commerce Commission, that it is "impossible" for them to comply with the requirements of the commission's order in the No. 28300 proceeding, requiring the carriers to make interim adjustments in class freight rates, effective November 30, with a view to securing greater uniformity in the rates prevailing in different territories.

Technical difficulties arising from the complexity and specialized nature of tariff publication, and the fact that the work already had gotten well under way in Chicago plants made it practically impossible to transfer the job to plants located outside that area, the commission was advised in an October 19 letter. Under the circumstances, the publishing agencies went on to say, the commission "will appreciate that a postponement of the effective date is necessary, and a formal petition for postponement will be filed shortly."

The printers' strike was settled on October 24 and Chairman W. H. Gaynor of the Western Trunk Line Committee so advised the commission by telegram on that day. His telegram added, however, that a petition for postponement of the effective date would nevertheless be filed on October 25.

Air Lines Plan Convenient Setup of Ticket Outlets

Announcing what it called a plan "to better serve the growing demand of business and pleasure travelers," the Air Transport Association revealed last week that the airlines on December 1 will add approximately 1,000 new ticket outlets to their present passenger ticket offices. As the A. T. A. announcement put it, "accredited travel agents with approved qualifications" will be authorized to sell air transportation, and the expanded ticket servicing "has the approval of the Civil Aeronautics Board."

The travel agents will be paid five per cent commissions on domestic ticket sales; up to 7½ per cent on the domestic portion of U. S.-Canadian fares; and 10 per cent on all-expense tours. "This move for improved airline service," the A. T. A. announcement concluded, "follows the recent introduction of lower fares, a new simplified ticket, the addition to the airline fleet of 11 new planes a month since January, an increase in scheduled flights, many additional stops and faster schedules."

Freight Car Loading

Loadings of revenue freight for the week ended October 20 totaled 773,427 cars, the Association of American Railroads announced on October 25. This was an increase of 18,906 cars or 2.5 per cent above the preceding week, a decrease of 132,578 cars or 14.6 per cent below the corresponding week last year and a decrease of 131,992 cars or 14.6 per cent below the comparable 1943 week.

Loading of revenue freight for the week ended October 13 totaled 754,521 cars, and the summary for that week, as compiled by the Car Service Division, A. A. R., follows:

Revenue Freight Car Loading

For the Week Ended Saturday, October 13

District	1945	1944	1943
Eastern	132,841	164,630	171,990
Allegheny	147,980	191,254	192,546
Pocahontas	24,730	54,552	56,115
Southern	110,943	126,108	123,626
Northwestern	138,578	140,051	149,320
Central Western	140,259	146,059	142,640
Southwestern	59,190	76,066	76,111
Total Western Districts	338,027	362,176	368,071
Total All Roads	754,521	898,720	912,348
Commodities			
Grain and grain products	53,994	49,997	61,474
Live stock	26,252	26,214	27,238
Coal	100,463	174,359	176,555
Coke	7,840	13,981	15,156
Forest products	36,006	42,997	45,109
Ore	63,565	66,737	78,266
Merchandise l.c.l.	114,176	109,233	104,207
Miscellaneous	352,225	415,202	404,343
October 13	754,521	898,720	912,348
October 6	767,985	877,035	906,357
September 29	832,263	912,627	910,644
September 22	837,293	897,883	907,311
September 15	856,105	891,486	902,766
Cumulative Total, 41 Weeks	33,519,620	34,521,820	33,616,570

In Canada.—Carloadings for the week ended October 13 totaled 69,786, as compared with 76,376 for the previous week and 70,566 for the corresponding period last year, according to the compilation of the Dominion Bureau of Statistics.

Totals in Canada:	Total Cars Loaded	Total Cars Rec'd from Connections
October 13, 1945	69,786	29,786
October 14, 1944	70,566	37,459
Cumulative Totals in Canada:		
October 13, 1945	2,836,485	1,451,765
October 14, 1944	2,876,369	1,572,646

T. P. & W. Still Tied Up

The Toledo, Peoria & Western is still tied up by what the employees term "a strike," but which the management claims is "clearly a concerted effort on the part of various national brotherhoods to prevent us from regaining possession of our properties." One of the developments of the past week has been the sending by the Railroad Retirement Board of its field supervisor to President George P. McNear, Jr., with a list of questions, the answers to which will

help the board make up its mind whether unemployment insurance may be paid to the employees or not. Mr. McNear refused to answer the questions in the form in which they were put and also wrote a comprehensive statement upon the entire muddled situation to the Railroad Retirement Board, contending that the present situation is not a strike and protesting further against the picketing of the properties which has prevented the management from taking possession.

Meanwhile, the Illinois Commerce Commission has called a conference for October 26 in Chicago, to which farmers and shippers interested in the resumption of freight service on the T. P. & W. have been invited.

Pennsylvania to Launch New Chicago-East Train

A new, reserved-seat train between Chicago, Baltimore, Md., and Washington, D. C., will be inaugurated by the Pennsylvania on November 4 and will operate daily in each direction thereafter. It will be known as the second section of the Liberty Limited and will combine and improve the coach service heretofore provided by the Liberty Limited and the Trail Blazer. When the new train begins operations the Chicago-Baltimore-Washington cars on the Trail Blazer will be discontinued. The new train will include reclining chair coaches and a lounge-buffet-observation car with radio. Eastbound the train will leave Chicago at 3:10 p. m., arriving in Baltimore at 8:04 a. m., and Washington at 8:55 a. m. Westbound it will leave Washington at 5:30 p. m., and Baltimore at 6:15 p. m., arriving at Chicago at 9:10 a. m.

British Rys.' Switch to Peacetime Operation "Remarkable"

Considerable initiative is being shown by Britain's four main-line railways in the modernization program they will undertake within the next few years—so say the British Information Services, in New York. Electrification will be expanded, new bridges built, advanced methods of steam heating and ventilation introduced, more tracks will be laid for carrying higher-speed trains, and trains will be equipped with communication systems permitting contact of the train with wayside stations.

In the matter of train design, the London & North Eastern currently is conducting what is believed to be the first survey of public opinion on travel comfort ever to be attempted on British railroads. To ensure that the 4,600 new cars which the L. & N. E. plans to build in the next few years will conform to passengers' own ideas of perfection in travel comfort, travelers are now answering questions as to preference in seating designs, types of windows, lighting and the like.

"The program," says the announcement, "is a big one, for before large-scale modernization is begun there are six years' arrears of neglect . . . which must first be made good." But, it is noted, "the rapidity with which railways have switched to peace-time operation has been remarkable." Within five days of V-E day, British railways received the first delivery of post-war trains, constructed by builders who only a few weeks before had been making weapons of war.

A major asset of British railways is the range of new locomotives which they possess. They are held to be "far more powerful and faster than before the war." One of the new standardized designs already in use is the 2-10-0 locomotive built for heavy freight service on main lines. This locomotive is said to be capable of hauling 1,000-ton loads at 40 m.p.h., and "is economical in construction and maintenance, efficient in performance and, because it is a more or less standard product, available at a cost far less than would be possible with 'small scale' specifications."

British equipment builders are reported to be looking for "an enormous world demand" for their products. Orders already have been received for £1,000,000 of railway material for Turkey, and over 200 locomotives ranging up to 230 tons for Europe, Africa, Burma and South America. Exports, it is claimed, will "far exceed" pre-war, and back in 1938, Britain sent 127,000 tons of rolling stock overseas. British manufacturers recently established an organization through which railway systems throughout the world will be serviced, offering a full line of equipment and supplies. This organization is known as the Railway Engineering Supply Industry's Joint Committee.

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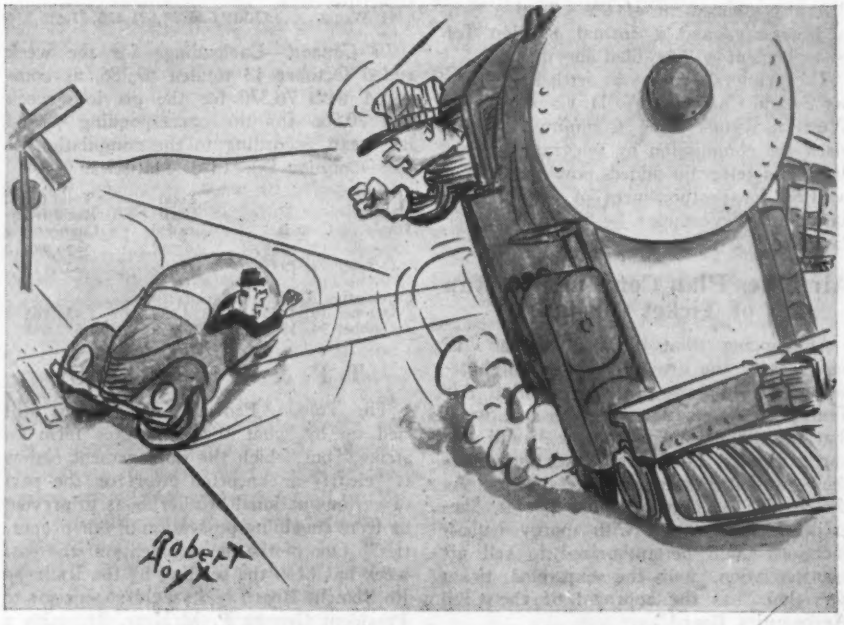


"Whoever told you you could drive?"

Export Traffic Halted at Port of Houston, Tex.

A strike of warehousemen, and clerks' and checkers' locals of the International Longshoremen's Association (A. F. of L.) became effective the afternoon of October 22, paralyzing the movement of freight through the port of Houston, Tex. Acting immediately to prevent the accumulation of cars and l. c. l. freight in railroad warehouses, the Car Service Division of the Association of American Railroads placed an embargo on all export and coastwise freight routed via the port of Houston. According to a statement issued by the unions, their original request for $1.50 an hour for clerks, $1.35 for checkers and tallymen, $1.25 for coastwise longshoremen and $1.12½ for carloaders and warehousemen has been modified by an offer of a compromise figure, but unless that offer is accepted immediately they will return to their original demands.

B. & O. Installs F. M. Carrier Telegraph, Pittsburgh-Chicago

Two teletype circuits, utilizing frequency modulated carrier telegraph apparatus developed by the Western Union Telegraph Company, recently were placed in service by the Baltimore & Ohio between Pittsburgh, Pa., and Chicago. The new facilities are part of the B. & O. program for linking all important terminals and cities with each other, and with headquarters in Baltimore. In this way information can be exchanged promptly on operating matters, reservations and passing reports of freight trains.

This F. M. carrier telegraph, it is explained, represents the latest development in high-speed telegraph circuits, and is an improvement over the older A. M. (amplitude modulation) system. One of the two carrier systems operates directly between the Pittsburgh and Chicago terminals, with repeaters in railroad offices at Youngstown, Akron, and Willard, Ohio; and Garrett and Gary, Ind. The second system follows the same route, but has terminal sets at Akron and Garrett for intermediate service.

Wood Preservers Plan Full-Scale Meeting in 1946

J. H. Bremicker, president of the Wood Preservers' Association, has announced that, getting back to pre-war standards, the association will hold its 1946 meeting at the Netherland Plaza Hotel, Cincinnati, Ohio, April 23-25. Tentative plans call for business sessions on the mornings of all three days and on the afternoon of the 23rd, with an annual banquet on the evening of the 24th.

The Committee on Handling of Forest

Products, of which A. E. Larkin, manager, Republic Creosoting Company, is general chairman, reports that it has finished the first part of its assignment, namely, the making of a complete survey of existing methods of loading and unloading ties. The next step will be to complete plans for employing engineering talent to design mechanical devices, as may be found necessary, to improve present methods of handling ties, and, at the same time, to solicit contributions from the producers and users of ties and other forest products to support this engineering work. It is expected that the committee will be in a position to make a comprehensive report within the next few months.

Freight Service Questionnaire Seeks Shipper Views

The Subcommittee on Traffic of the Railroad Committee for the Study of Transportation this week sent out a questionnaire designed to find out what shippers and receivers want railroad freight service to be like in the future. The Railroad Committee is the research group sponsored by the Association of American Railroads and functioning under the chairmanship of its vice-president—research, Judge R. V. Fletcher. The Subcommittee on Traffic is headed by F. J. Wall, vice-president of the New York, New Haven & Hartford.

Announcing the mailing of the questionnaire in an October 23 statement, Mr. Wall said that it had gone to 18,679 large and small shippers throughout the country. The questionnaire, entitled "For Better Service," seeks shipper views on 36 specific matters and also invites "any further comments and suggestions."

The specific matters on which information is sought are grouped under such general headings as service and equipment, rates, minimum weights, tariffs and classifications, packing requirements, and sales and servicing. Each shipper is particularly asked to indicate his individual requirements for railroad freight service in the years ahead. When the information is assembled, Mr. Wall said, "the railroads will be better able to determine the different types of traffic they will be called upon to move in the coming years and the kind of service needed to handle this business."

Other members of the subcommittee are: L. R. Capron, vice-president, Chicago, Burlington & Quincy; A. F. Cleveland, vice-president, A. A. R.; Russel Coulter, chief traffic officer, St. Louis-San Francisco; W. S. Franklin, vice-president, Pennsylvania; W. W. Hale, vice-president, Southern Pacific; W. McN. Knapp, vice-president, Central of Georgia; J. E. Tilford, vice-president, Louisville & Nashville; and H. W. Von Willer, vice-president, Erie. E. C. Nickerson is director of the subcommittee.

New Facilities Speed Handling of C. P. R. Reservations

Canadian Pacific passengers and reservation clerks in Windsor station, Montreal, are assured the speedy handling of train reservations with the installation of several new facilities designed to that end. According to W. C. Wainwright, supervisor of the C. P. R. reservations bureau, a new rolling rack of car diagrams, replacing the former stationary equipment, and moving along an 18-ft. track for 16 operators, will step up actual handling of reservations "at least 50 per cent." The change was made following studies of arrangements used on U. S. railroads, Mr. Wainwright said.

In conjunction with the reservation setup is a new telephone information bureau for inquiries concerning train time and rate schedules. Last July, 196,516 such inquiries were handled by telephone, with calls ranging from 5,000 to 12,000 daily.

A third speed-up device is the inter-departmental pneumatic tube which carries 1,000 telegrams daily. These formerly were delivered by hand.

Both the information and reservation bureaus are located in sound-proof quarters, equipped with fluorescent lighting.

Photo Courtesy Canadian Pacific

C. P. R. Officers Inspect New Train Reservation Bureau

From left to right are: R. G. McNeillie, passenger traffic manager; George Stephen, vice-president of traffic; W. M. Neal, vice-president; and H. B. Bowen, chief of motive power and rolling stock.

Government Charges Railroads Are Privately Regulated

In obedience to an order of Federal Judge John Delehant at Lincoln, Neb., attorneys for the Department of Justice last week filed a modified bill of particulars in its suit against 47 railroads, two railroad associations, two banking companies and 31 individuals, charging violation of the Sherman anti-trust law. The bill of particulars was filed at Lincoln on October 22.

One of the defendants named in the suit is the Association of American Railroads and it was this organization which was specifically named in the bill of particulars when government attorneys charged that (1) it established a "private government" for the railroads and (2) that an organization, a process of administration, a system of police—"all unknown to the law" —has been endowed by the defendants and their "co-conspirators" with "a power of self-regulation, comparable to the government," and (3) every railroad must belong to the A. A. R., submitting to its control and surrendering its liberty of action, and (4) the A. A. R., as "supreme authority in the hierarchy of private rate organizations," has maintained complete and arbitrary control over all freight rates.

Judge Delehant set November 28 as the date upon which the defendants must file answer to the government allegations.

* * *

Principals in Broadcast from Station WLS, Chicago, October 17, Forecasting Troop Travel, Freight Outlook and Future Railroad Equipment and Plant Picture [See *Railway Age*, October 20, page 653 for detailed account].

From left to right: Arthur C. Page, farm program director of WLS; Clare L. Goodyear, president, National Association of Shippers Advisory Boards; (at microphone) Col. I. Sewell Morris, Sixth Zone transportation officer of the Army Transportation Corps; Warren C. Kendall, chairman of the Car Service Division, Association of American Railroads; and Albert R. Beatty, manager of the publicity section, A.A.R.

With the Government Agencies

Capehart Tribute to American Railroads

Answers "malevolent misstatements" with imposing testimonials

Senator Capehart, Republican of Indiana, inserted in the October 18 issue of the Congressional Record a statement paying tribute to the wartime performance of the railroads and answering the "malevolent misstatements" of a "small but vociferous political group," which "noisily persists in endeavoring to misrepresent and disparage what has been accomplished, and to sully a great achievement." The senator's statement was in the main a compilation of pronouncements with respect to railroad service which have been made by civil and military officials of the federal government.

His list of "witnesses" included the late President Roosevelt; the late Joseph B. Eastman; Edward R. Stettinius, Jr., and Cordell B. Hull, former secretaries of state; General Brehon B. Somervell, commander of the Army Service Forces; Major General Charles P. Gross, chief of transportation of the Army; Brigadier General William J. Williamson, former chief of the Army's Traffic Control Division; Vice-Admiral S. M. Robinson, chief of material and procurement of the Navy; Senators Barkley of Kentucky, Mead of New York, and Reed of Kansas; and Representative Lea, of California, chairman of the House committee on interstate and foreign commerce. Senator Capehart cited articles in *Railway Age* as the source of some of the quotations he used.

He suggested that the "chorus of unstinted praise" contrasted strangely "with the insistence by the small group of railroad detractors that the railroads failed in their war work." The "misdemeanors" charged, Senator Capehart went on, have in all cases been of the same general nature—"the accused have ventured to make laws, render decisions or enunciate policies which fail to conform with certain new legal theories about railroads propounded by present and recent members of the Antitrust Division of the Department of Justice."

"Chiefly," the senator added, "these theories have been to the effect that the railroads should be denied means for taking common or concerted action through their central organization, the Association of American Railroads, which should be destroyed; that they should be prohibited from consulting with one another, and with interested shippers, when making adjustments in the structure of freight rates; and that freight rates should be regulated by antitrust suits rather than by the Interstate Commerce Commission as Congress directed.

"With this background, it is particularly interesting and enlightening to note that the close teamwork and cooperation established by the railroads with one another in rendering nation-wide service—which the Antitrust Division is doing its best to wreck but other agencies of the government have highly commended—was one of the principal factors making it possible for the railroads to provide the transportation service essential to victory."

Port Traffic Control Committee Dissolved by O. D. T.

Following through from its October 15 action revoking the export permit requirements of General Order ODT 16B, the Office of Defense Transportation on October 19 announced the dissolution of the Transportation Control Committee which regulated the flow of all export traffic during World War II. The committee was established in March, 1942, by agreement among the late Joseph B. Eastman, then director of O. D. T.; General Brehon B. Somervell, commanding general, Army Service Forces, and Admiral Emory S. Land, administrator, War Shipping Administration.

The committee's membership included representatives of the War and Navy departments, W. S. A., the British Ministry of Transport, and O. D. T.; and it was charged with the responsibility of regulating the flow of export traffic under the O. D. T. permit system.

End Lake Grain Permit System

The Department of Agriculture and the Office of Defense Transportation have announced the termination, effective October 22, of orders which required permits for the use of elevation facilities for unloading grain from vessels at any United States point on the Great Lakes, connecting waters or the St. Lawrence river, and required permits for the use of ships for transporting such grain. The purpose of the orders was "to assure orderly grain movement."

Since September 14, 1944, permits granted permitted elevation of 365 million bushels of grain at lake ports.

Railway Equipment Declared Surplus by Army

Railway cars and locomotives valued at $23,000,000—the majority of them "wide or narrow gage, originally designed for foreign use"—have been declared surplus by the War Department and released to the Reconstruction Finance Corporation, the disposal agency.

The rolling stock includes 210 locomotives, 1,530 box cars, 555 tank cars, 435 flat cars, 360 gondola cars, and 20 cabooses. The War Department announcement said that "a few" of them are of standard gage.

New Grist of Cases for Supreme Court

Reorganization proceedings, Elkins Act, I. C. C.'s decisions involved

As the Supreme Court of the United States settled down to the work of its 1945 term, cases affecting the railroads assumed a prominent place on its docket. In addition to having before it the alleged conspiracy violation of the anti-trust laws with which Governor Arnall has charged 20 railroads (referred to as *Georgia* vs. *Pennsylvania Railroad*), in which the complaint, bill of particulars, and defendants' reply have now been filed, the court, as noted in last week's issue, has ordered a reargument in *Elgin, Joliet & Eastern* vs. *Burley*, this being tht first time in several years, according to legal authorities, that the court has granted a rehearing in a case previously decided by it by opinion.

Some half dozen other cases before the court were carried over from the previous term, on two of which it already has heard argument this month. One of these—*Thompson* vs. *Texas Mexican*—essentially requires a determination of the proper court of jurisdiction in a situation where a lessor road has undertaken to enforce its effort to terminate a lessee's right to operate trains on its line at a time when the lessee is undergoing reorganization under section 77 of the Bankruptcy Act.

Another case already argued, *U. S.* vs. *Detroit & Cleveland Navigation Co.*, arises from the action of a federal district court in setting aside an Interstate Commerce Commission order granting a lake vessel operator a certificate of convenience and necessity for specified post-war operations in view of its finding of pre-war need for such operation, it being the lower court's view that the commission's order was not justified by such a finding.

Representation Dispute — Another jurisdictional case, where the carrier was undergoing reorganization under section 77, grows out of a representation of controversy between two unions and the disputed rights of trustees and duty of the federal courts in such a situation, in view of the provisions of the Railway Labor Act. It is listed as *Order of Railway Conductors* vs. *Pitney*. Another in a series of cases where the issue is primarily one of the sufficiency of evidence for jury consideration in a federal Employers' Liability Act proceeding, *Keeton* vs. *Thompson*, also has been carried over from the court's last term.

In two related cases where Railroad Retirement Board decisions are under review, the specific issue being whether a warehouse company wholly owned by a railroad is an employer within the meaning

(*Continued on page 697*)

Pacific Coast Bus "Monopoly" Charged

Berge claims Southern Pacific and Greyhound violate anti-trust laws

Attorney General Tom C. Clark on October 24 announced the filing of a civil suit in San Francisco charging eight companies with "elimination of competition and a monopoly in the transportation of passengers by motor carrier" along all routes between Portland, Ore., and San Francisco, and along the coast highway route between San Francisco and Los Angeles, in violation of the Sherman Anti-Trust Act.

Defendants named in the suit are: Pacific Greyhound Lines; the Greyhound Corporation; the Southern Pacific Company; the Standard Oil Company of California; Interstate Transit Lines, Interstate Transit Lines, Inc., and Union Pacific Stages, Inc. (three affiliates of the Union Pacific); and Dollar Lines.

The complaint charges that since 1936 Pacific Greyhound Lines and Dollar Lines have operated the only common carriers for transportation of passengers by bus between Portland and San Francisco and along the coast highway between San Francisco and Los Angeles; that Dollar is controlled by Pacific Greyhound and does not provide a competitive service but is used by Pacific Greyhound as a "fighting ship" to forestall competition from any new motor carrier; that Dollar has been maintained "deliberately" as a second class service with "inadequate equipment and poor terminal facilities" so as to divert traffic to Pacific Greyhound.

Charges Against the S. P.—It is charged further that the Southern Pacific Company operates the only railroad service between Portland and San Francisco and along the coast route between San Francisco and Los Angeles; that the Southern Pacific is active in the management of Pacific Greyhound, controlling with Greyhound Corporation all the voting stock of Pacific Greyhound; that Standard Oil and Pacific Greyhound control all the stock of Dollar Lines; that in consideration of the purchase by Pacific Greyhound of its oil and gas requirements from Standard, amounting to approximately $750,000 annually, Standard allows Pacific Greyhound a free hand in the operation of Dollar.

The remaining defendants, Interstate Transit Lines, Interstate Transit Lines, Inc., and Union Pacific Stages, operating passenger bus lines from the east to junction points on the West coast, are charged by the Anti-Trust Division with participation in so-called "closed door" agreements under which they interchange passengers at junction points exclusively with Pacific Greyhound, thereby "depriving competing carriers of interchanged traffic" at the gateway cities of Portland, San Francisco and Los Angeles.

The suit seeks to divest Pacific Greyhound and Standard Oil of their interest in Dollar. It also seeks divestiture by Southern Pacific Company of all its interest in Pacific Greyhound. Finally, it seeks the cancellation of all contracts and agreements between Pacific Greyhound, Dollar, the Greyhound Corporation, Standard, and the Southern Pacific Company which restrict, in any way, competition among such companies and their affiliates, as well as cancellation of the alleged agreements between Pacific Greyhound, Interstate Transit Lines, Interstate Transit Lines, Inc., and Union Pacific Stages, providing for the closing of gateways to interchange with competing carriers.

Wendell Berge, assistant attorney general in charge of the Anti-Trust Division, said that at present Pacific Greyhound and Dollar have a "monopoly" of all bus business from Portland to San Francisco and from that city to Los Angeles along the coast route; and that the purpose of the suit was to eliminate such monopoly and "provide an opportunity for competition" in the bus business on the West coast. The case is under the general supervision of James E. Kilday, chief of the Transportation Section of the Anti-Trust Division.

House Passes Airport Bill

Federal-aid airport legislation passed by the House last week authorizes appropriations totaling $700,000,000 to be spent on a matching basis in the states and territories over a 10-year period with a limit of $100,000,000 on any single year's appropriation for the grants-in-aid to the states. The House kept the number, S. 2, of the federal-aid airport bill previously approved by the Senate, striking out all but the enacting clause and substituting its own measure. The bill was then sent to conference for reconciliation of differences.

As noted in the *Railway Age* of September 22, page 499, the Senate version authorizes federal appropriations totaling $375,000,000 to become available over a five-year period at the rate of $75,000,000 a year. The House version is the bill which was H. R. 3615, sponsored by Chairman Lea of the committee on interstate and foreign commerce.

Under its provisions, projects in the states would be allocated $650,000,000, the matching basis not to exceed 50 per cent. The program projected is thus one involving a total outlay of at least $1,300,000,000. Projects in territories and possessions would be allocated $50,000,000, with federal funds again limited to 50 per cent of the cost, except in Alaska, where the federal contribution may be 75 per cent.

R. E. A. Depreciation Charges

Further modification of the Interstate Commerce Commission's order in No. 19450, which prescribes depreciation charges for express companies, permits the retroactive application of the charges from January 1, 1937. Previously retroactive application from January 1, 1945, had been permitted.

O. D. T. Appointment

Victor I. Gruber has been appointed acting director, Division of Rates, Office of Defense Transportation, succeeding Harry Wilson, who has resigned. Mr. Gruber has been a member of the O. D. T. staff since November, 1942, and prior to that time he had been associated with the Reading for several years.

Conclude Hearings on Bulwinkle Bill

No opposition presentation made as Arnall fails to appear

House interstate and foreign commerce committee hearings on the Bulwinkle bill to stay operation of the anti-trust laws with respect to carrier rate-making procedures and other joint actions approved by the Interstate Commerce Commission, were concluded on October 22 after nearly 100 representatives of interested parties had appeared to urge enactment of the measure, while no oral presentation was made in opposition. The bill is H. R. 2536, and the hearings, which opened October 9, were before a subcommittee headed by the sponsor, Representative Bulwinkle, Democrat of North Carolina.

Aside from the letter wherein Attorney General Tom C. Clark expressed the Department of Justice's objections to enactment of the bill in its present form, the only opposition of record is a telegram received from Governor Arnall of Georgia, who is pressing an anti-trust complaint against certain railroads in the United States Supreme Court. Also of record, however, is the unfavorable reaction of some committee members to the Georgia governor's failure to appear and submit himself to questioning about the charges he made in the telegram.

Arnall Testifies by Wire—The subcommittee's relationships with Governor Arnall were brought out at the closing session of the hearings when Chairman Bulwinkle asked the clerk to read into the record the Georgia governor's telegram which Mr. Bulwinkle said had been received on October 15 by every member of the committee with the exception of himself.

The telegram, dated October 13, reads as follows:

I respectively desire to urge adverse report so-called Bulwinkle bill. The pressing task before our nation is to convert from a war to a peace economy and to bring about full employment and opportunities for our people. This cannot be done if we are to adopt a policy of favoring monopolies by tearing down the anti-trust laws of our nation. The passage of the Bulwinkle bill will effectively bring to an end the government's suit against the Western railroad conspiracy headed by J. P. Morgan and Kuhn, Loeb & Company. It will bring to an end the state of Georgia's suit in the United States Supreme Court against the freight rate conspiracy which is retarding the full development of the nation's economic potentials. The federal government and the state of Georgia will win these cases unless the Bulwinkle bill becomes the law of the land. If the railroads are successful in exempting their conspiracies from the anti-trust laws other big businesses will secure like exemption with the result that these laws will apply only to the small and the weak.

The conspiracy which is attempted to be legalized by the Bulwinkle bill would effectively place the basic industry of transportation under J. P. Morgan, Kuhn, Loeb & Company, their agent, the Association of American Railroads, and other monopolists. At a time when the anti-trust laws should be enforced rigidly it is disturbing to know that a serious effort is being made by the largest corporations in America to exempt themselves from the Sherman and Clayton acts. This matter is of such grave importance and is so full of implications having to do with the future policy of our national government toward monopolies and toward the enforcement of the anti-trust laws that I am taking this means of expressing my opposition to the bill directly to you. Will greatly appreciate it if this telegram is placed in the record of the hearings now being conducted. Likewise I urgently request that I be permitted to testify in

opposition to this effort to break down the anti-trust laws for the benefit of big business.

Acting upon instructions from the committee, its clerk, Elton J. Layton, wired Governor Arnall on October 16, advising that the telegram would be inserted into the record and stating that the committee would hear the governor at 10:00 a.m. on October 22. The governor found it "impossible" to be on hand the 22nd, and asked if he could appear "during November." He was advised that the hearings would close on October 22, and his reply was an expression of "regret" that he would be "denied opportunity to testify."

Ample Notice of Hearings—While he did not formally object to insertion of Governor Arnall's telegram into the record, Representative Reece, Republican of Tennessee, said that he did not "much like for it to go into the record without an opportunity to question the author." Chairman Bulwinkle said that he could not bring the governor before the committee, and he also stated that the hearings had been publicized far enough in advance of their opening to put all interested parties on notice.

"Then," said Mr. Reece, "there is only one conclusion to my mind, since he has declined to come; he does not care to submit himself to questioning on the question which he has raised in this telegram, because if this matter is as important as he indicates that it is on the economic effect on the nation, I think he would arrange to be here. And his failure to appear indicates a lack of good faith in sending the telegram."

Meanwhile, the committee had heard numerous additional presentations in favor of the bill, including those of Colonel J. Monroe Johnson, director of the Office of Defense Transportation; Major General Charles P. Gross, the Army's chief of transportation; Rear Admiral D. W. Mitchell, director of supplies, Bureau of Supplies and Accounts, Navy Department; Harry A. Wheeler, president of the Railway Business Association; George H. Shafer, representing the National Association of Shippers' Advisory Boards, of which he is a former president; and Fred N. Oliver, representing the National Association of Mutual Savings Banks and the Railroad Security Owners Association. The closing presentation was made by J. Carter Fort, vice-president and general counsel, Association of American Railroads.

Colonel Johnson Testifies—Director Johnson of O. D. T. stated it to be his "sincere opinion" that the wartime transportation job "could never have been performed adequately in the absence of machinery and procedures for joint and collective action among the various types of carriers." He recalled that when the conference method of rate making was "sharply challenged" in 1942, the late Joseph B. Eastman, then director of O. D. T., requested the chairman of the War Production Board to issue a certificate granting immunity, under proper safeguards, from the provisions of the anti-trust laws to common carriers and their representatives participating in rate conferences and other joint-action procedures.

In this request, Colonel Johnson continued, Mr. Eastman was joined by the War and Navy Departments; and the chairman of W. P. B. on March 20, 1943, made the certification, issuing Certificate No. 44, which is still in effect. However, Colonel Johnson has this month received a letter from the general counsel of W. P. B., requesting that O. D. T. "suggest a date prior to November 1, 1945, on which the chairman may withdraw the certificate, or in the event there is some reason why it is thought the certificate should not be withdrawn before November 1, 1945, to suggest the first date thereafter, prior to January 1, 1946, upon which it may be withdrawn."

After consultation with the War and Navy Departments and the I. C. C., Colonel Johnson has made representations to the effect that the certificate should not be withdrawn prior to February 1, 1946. He is advised that rate conferences and other joint actions carried on pursuant to Certificate No. 44 have been "eminently satisfactory," and he noted that the Bulwinkle bill's purpose is to replace this wartime arrangement "with permanent statutory immunity under condtions which will assure a full measure of protection to the public." In the opinion of the O. D. T. director, "no one who is familiar with the history of regulated transportation can offer any valid dissent to this objective."

Because O. D. T. is in the process of liquidation, Colonel Johnson said it seemed unlikely that its functions would be affected by enactment of the bill. He added, however, that "it would be unfortunate if there should be any hiatus between the expiration of Certificate No. 44 and the enactment of permanent legislation on the subject, particularly in view of the problems of reconversion which confront the country."

General Gross and Admiral Mitchell—General Gross and Admiral Mitchell made only brief statements, testifying to the excellence of the transportation service received during the war by the Army and Navy. They assigned much credit for this performance to cooperative arrangements among the carriers. "The railroads," said General Gross, "did a magnificent job. The trucks, because of their less strong unification of control, did a good job, but not so high in character as was the performance by the rails." While he disclaimed any intention to pose as a "technical expert," Admiral Mitchell said it was "amply clear" from his personal experience that the carrier joint agencies and committees "immeasurably expedited and simplified the Navy's wartime transportation problem."

President Wheeler of R. B. A. also made only a brief presentation, noting that the association had filed for the record its formal appeal for enactment of the bill. Among the points made by Mr. Wheeler in his oral statement was the suggestion that a failure to clarify the situation with respect to the application of anti-trust laws to carriers might put a damper on the post-war plans of transportation companies for modernization and improvement of their facilities.

Mr. Wheeler conceded that this might be called a "selfish" point of view, coming from R. B. A.; but he said the association "would rather be so accused than to remain silent on this very important possible hindrance to our post-war national economy." In supporting the bill, R. B. A. also endorses the amendments proposed by the National Industrial Traffic League and the Interstate Commerce Commission, Mr. Wheeler said. These amendments were explained in reports of the I. C. C. and N. I. T. L. presentations which appeared in the *Railway Age* of October 13 and 20.

No Shipper Opposed to Bill—Making his presentation for the National Association of Shippers' Advisory Boards, Mr. Shafer stated that the association's endorsement of the bill also extends to the N. I. T. League amendments. He also told the subcommittee that he had traveled throughout the country for two years while he was president of the association; and "I found not a single shipper, large or small, who is against passage of the Bulwinkle bill. All want the present system of rate-making retained. . . . In my opinion, if there ever was a piece of 'must' legislation this is it, although as a true Democrat, who votes Republican, I dislike the term."

Mr. Oliver's presentation on behalf of the National Association of Mutual Savings Banks and Railroad Security Owners' Association expressed the view that "no sane investor" would care to put his money into an industry where orderly procedures on matters of rates and services are threatened with disruption. If the situation is not clarified by enactment of some such legislation as that proposed in the Bulwinkle bill, Mr. Oliver added, "the credit position of the carriers would be adversely affected at a time when there is good indication of a revival of their credit."

A. A. R. Vice-President Fort's closing argument emphasized that the bill "in no sense" grants immunity from the anti-trust laws. As he reads it, it sets up "statesmanlike arrangements for administration

General Gross to Leave Army

Major General Charles P. Gross, the Army's chief of transportation, is leaving military service next month to become chairman of New York City's three-member board of transportation (the body which operates the city-owned rapid transit system). General Gross was born in Brooklyn, N. Y., in 1889 and is a West Point graduate, having been in the Army continuously since his graduation in 1914. He has headed the Transportation Corps since its inception as a separate branch of the service early in the recent conflict, and was the titular chief of all domestic railroad operations during the temporary seizure of the railroads because of a strike threat in the early part of last year.

Throughout his tenure as chief of transportation General Gross has been unstinting in his praise of the character of service being provided by the railroads, being a frequent contributor to *Railway Age* on this theme.

of the Interstate Commerce Act." It "does not lessen, but rather increases" government control over transportation. Carrier rate conferences, Mr. Fort said, bear a close relationship to pre-trial conferences in the federal courts; and he added that there can be "no substitute" for such conferences when one bears in mind "the duties placed on the carriers and the necessities of the situation." He also called attention to the fact that the national transportation policy calls for rates made "without unfair or destructive competitive practices."

A. A. R. Proposes Amendment—Speaking of proposed amendments, the A. A. R. vice-president said again that the railroads have no objection to those sponsored by the N. I. T. League. With respect to the I. C. C. amendments, he asked that the one dealing with the standard which would guide the commission in approving or disapproving an agreement be given "careful consideration" by the committee. Then Mr. Fort proposed an amendment desired by the railroads. It would insert in the bill a provision to the effect that the I. C. C. shall have exclusive authority to determine whether anything done is in conformity with an approved agreement. This, Mr. Fort said, would be in conformity with the "well established" doctrine that a tribunal which makes an order is the tribunal which should interpret the order.

Referring to that amendment proposed by the N. I. T. League which would restrict the authorized rate conferences and joint actions to carriers of one type, except on matters of joint rates or through routes over different types of carriers, Chairman Bulwinkle asked Mr. Fort if he would approve adding "uniform classification" to the matters excepted. No objection occurred to Mr. Fort immediately, but he did not finally commit the railroads, saying he would advise the committee of their attitude later.

Mr. Fort's discussion of Governor Arnall's telegram included his characterization of the governor as "a man of a thousand virtues and only one fault—his experience with transportation is very limited." With respect to Attorney General Clark's letter, Mr. Fort noted that its objections were to the "present form" of the bill. He added that in his opinion the "most important" of the attorney general's objections would be met by the N. I. T. League amendment mentioned in the preceding paragraph.

The A. A. R. vice-president also said the railroads would not object to certain language changes to satisfy the attorney general on other points; although Mr. Fort thought the present language was adequate and the draftsmanship good. Finally, the railroads would not object to "appropriate language" requiring that the Department of Justice receive notice of applications filed by carriers for approval of joint actions.

Asks More Money for I. C. C.

President Truman last week transmitted to Congress a supplemental budget estimate asking an additional appropriation of $565,000 for the Interstate Commerce Commission for the current fiscal year ending June 30, 1946. An accompanying statement from the acting director of the Bureau of the Budget revealed that $306,000 of the above total is sought to enable the commission to cope "with an increase in tariff filings and the tariff work resulting from the recent interterritorial freight-rate decision"; and to permit the initiation of a study of current waybills, which the commission regards as "vital to its tariff work since it will provide information as to the movement of traffic."

Of the remainder, $50,000 would be allotted to the Bureau of Valuation; $164,000 to motor transport regulation work; and $45,000 to printing and binding.

Larger Share of Fares Sought by Hudson & Manhattan

The Hudson & Manhattan has filed a complaint with the Interstate Commerce Commission (docketed as No. 29411) alleging that the divisions paid it by the Pennsylvania on joint service passengers using the former's lines into or out of New York, and for Pennsylvania passengers transported by it between Exchange Place (Jersey City), N. J., and Hudson Terminal, New York, are non-compensatory and in violation of section 1 of the Interstate Commerce Act.

Under a contract of April 15, 1932, the H. & M. has received divisions of 7.64 cents per passenger transported to or from stations on its so-called downtown line and of 8.64 cents per passenger transported to or from points on its "uptown" line. Under a clause of this contract providing for its modification, the terminal line has requested the Pennsylvania to adjust its divisions to 9.8 cents per passenger, according to the complaint, but the latter road has failed to meet its request. This figure was derived, it was indicated, from the average return per passenger since the commission authorized an increase in H. & M. fares, and it was pointed out that the commission had then indicated the desirability of securing larger divisions from the Pennsylvania on joint business.

In view of its failure to obtain such higher divisions by negotiation, the complaining carrier has asked the commission to prescribe them, with a readjustment for the period subsequent to the filing of the complaint.

I. C. C. "Wringer" Results up to September 30

The Interstate Commerce Commission has made public a tabulation, as of September 30, of changes in capitalization, in debt, and in annual fixed charges under plans of reorganization approved by the commission for railroads in reorganization proceedings before it. It thus brings up to that date data previously available as of July 31, 1944, as summarized in *Railway Age* of September 2, 1944, page 385.

Limited to reorganizations under section 77 of the Bankruptcy Act, and thus excluding receivership proceedings, the statement covers plans for 32 railroads. It includes proceedings still pending as well as a number of important cases, such as the Erie, Chicago & North Western, Western Pacific, and Chicago & Eastern Illinois, in which the reorganization has been operative for some time.

The summary figures show that the debt of the 32 roads (the Boston & Providence being listed separately from the New York, New Haven & Hartford) before reorganization was $4,300,521,178, as compared with $1,833,543,264 provided in the plans approved by the commission, a reduction of $2,466,977,914. Annual fixed charges, including rent for leased roads and equipment, and amortization of discount on funded debt, would be cut by the plans from $148,865,539 to $40,113,369, a reduction of $108,752,170.

The changes in capitalization effected under the plans would bring the long-term debt of the 32 companies down from $3,354,665,000 to $1,833,543,000, and the fixed-par capital stock from $1,602,849,000 to $869,515,000. Meanwhile the no-par stock total would be increased from 1,478,170 shares to 12,685,790 shares.

Signal Arrangement at Scene of Accident Criticized

An Interstate Commerce Commission recommendation that the Atchison, Topeka & Santa Fe "provide adequate protection for movements from sidings to main track" has resulted from its investigation, under the supervision of Commissioner Patterson, of a side collision at Franconia, Ariz., on that road's main line, in which there were no fatalities, although 49 passengers and 8 employees were injured.

The accident occurred at 1:46 p. m. on August 21. It involved two sections, the second and third, of westbound passenger train No. 23, the "Grand Canyon Limited." In the vicinity of Franconia, which is about 25 miles east of Needles, Calif., trains moving with the current of traffic on the double-track line are operated by signal indications, color-light, continuously-lighted automatic signals being in use. The average daily movement in the 30 days preceding the accident was 66.8 trains. The maximum authorized speeds are 100 m.p.h. for Diesel-powered passenger trains, 70 m.p.h. for the trains which collided, and 50 m.p.h. for freights.

Signal Circuit Details—At Franconia a siding parallels the westbound main track on the north, and the accident occurred at the west switch of this siding, which is a spring switch allowing trains to enter the main track without stopping. The signal circuits are so arranged that the signal governing movements from the siding through this switch displays a (red) stop-then-proceed-at-restricted-speed aspect (restricted speed being 15 m.p.h. by rule) when a train is occupying the westward main track anywhere between a point 1.1 miles to the west of the signal (at the switch clearance point) and 3.94 miles to the east of it. This is its most restrictive aspect, the other, displayed when the main track is clear within the limits of the control circuit, being (yellow) proceed-at-restricted-speed.

On the westward main track at a point 0.95 mile east of the switch where the collision occurred is a four-indication automatic signal. From this signal westward, because of curvature and an embankment, the view ahead is "materially restricted." In addition to the protection provided by this signal against movements from the siding to the main track, the rules required that the flagman of a train making such a

movement "take such action as may be necessary to insure full protection."

The 17-car second section of No. 23 had entered the siding at Franconia about 14 min. prior to the time of the accident, as instructed by the dispatcher, to permit another westbound train (No. 7) to proceed ahead of it. Third No. 23 was not advised of this action.

A few minutes after No. 7 had passed, Second 23 began to move from the siding through the spring switch, and while so moving at about 8 m.p.h. its third car was struck by the engine of Third 23. The third and fourth cars of the second section were derailed and overturned, as was the locomotive of the third section.

While the signal governing movement from the siding to the main track was displaying a red aspect, according to the commission's report, when Second 23 passed it without stopping, the circumstances would not have been materially different if that train had stopped and immediately proceeded, as the rule provided, it was pointed out. Even if the engineer of Second 23 had observed the red aspect of the signal, he would have proceeded immediately after stopping, he said, because he would have attributed that indication to the preceding train, in view of the arrangement of the control circuit.

Witnesses Disagree—Testimony was conflicting as to the amount of protection provided for the movement of Second 23 by its flagman. He declartd that he placed torpedoes on the westward main track at a point about 4,000 ft. east of the switch and left a lighted 5-min. fusee in that vicinity. He also dropped another fusee at a point about 1,800 ft. east of the switch, he said, and was giving stop signals with a red flag when the engine of Third 23 passed him.

The enginemen of Third 23 asserted that no warning signal was seen or heard by them prior to the collision, although other employees agreed that at least one fusee was burning immediately after the accident. The signal located 0.95 mile east of the switch displayed proceed when Third 23 passed it, moving about 65 m.p.h., but the engineer reduced speed when, at a point about 3,000 ft. east of the switch, he observed a passenger train on the siding. He applied the brakes in emergency when he saw that the front portion of the second section was occupying the main track, being then about 1,600 ft. east of the switch, and his train's speed was reduced to about 40 m.p.h. when the collision took place.

If the rules had required Second 23 to remain in the siding as long as the signal at the clearance point displayed red, "and if the indication was obeyed," said the commission's report, "this accident would not have occurred." Pointing out that 10 other accidents had been investigated in the past 2½ years in which the main track was fouled by a train immediately in front of an approaching train, nine of such instances being in automatic signal territory, and referring to the high authorized speeds in this instance, the report wound up with the comment that, "in view of the conditions here present, the arrangement of signals at this location does not provide adequate protection for movements from siding to main track."

B. I. R. Report on Carrier Taxes Has Been Printed

"Carrier Taxation," the report on one of the three specific assignments which the Transportation Act of 1940 gave to the defunct Board of Investigation and Research, has now become available in printed form. It is House Document No. 160, available from the Superintendent of Documents, Government Printing Office, Washington, D. C., at 55 cents per copy, its printing having been ordered last April when the House adopted a resolution sponsored by Chairman Lea of the committee on interstate and foreign commerce.

B. I. R. went out of existence on September 18, 1944, and the taxation study is one of the 18 reports it submitted to the President and Congress late on the afternoon of its last day in office. However, the staff report prepared by Ronald B. Welch, who was director of the study, had been submitted in July, 1944, to interested parties for comment and criticism.

While the final version embodies some changes made as a result of such comment and criticism, the main outlines of the staff report remain generally like those of the July, 1944, draft which was reviewed in the *Railway Age* of July 15, 1944, page 118. As noted there, Dr. Welch found generally that the railroads, oil pipe lines, and intercity bus lines were more heavily taxed in 1940 than the intercity truck lines and water carriers.

As was the case with respect to the report on "Public Aids to Domestic Transportation" (see *Railway Age* of September 29, page 535, the board members—Chairman Robert E. Webb and C. E. Childe—did not agree with the staff report; nor did they get together with each other. Thus the printed volume of 487 pages contains, in addition to the staff report, the "recommendations of the board," and the separate statements of Chairman Webb and Mr. Childe.

Moreover, the board members seemingly were not content with having their say in these separate statements, for they appear also to have required inclusion in the staff report of some material not approved by Dr. Welch. This is indicated by at least one footnote which says the staff was of the opinion that certain material included was "more confusing than helpful."

House Subcommittee Begins Work on Security Bill

The House committee on interstate and foreign commerce this week referred to its transportation subcommittee the Crosser bill (H. R. 1362) embodying the Railway Labor Executives' Association program for liberalizing the Railroad Retirement and Railroad Unemployment Insurance acts. The bill was referred at an executive meeting of the committee on October 23, and the subcommittee began immediately its work of preparing a report to the full committee.

The Brotherhood of Locomotive Engineers and the Brotherhood of Railroad Trainmen, whose representatives opposed the bill when hearings were held, are now in line, according to the October 20 issue of "Labor." Those organizations, the "Labor" article said, have joined R. L. E. A. in a letter advising Chairman Lea of the House committee that "the unions are solidly back of the measure." A similar letter has gone to Senator Johnson, Democrat of Colorado, chairman of the Senate interstate commerce subcommittee which is considering the Crosser bill's Senate counterpart—S. 293.

Sees Railroads Given Lift During War Years

The railroads have been given a sharp financial lift during the war years which has far reaching implications for the industry's future, according to an article in the October issue of the Survey of Current Business, monthly publication of the Department of Commerce.

Haskell P. Wald, of the Current Business Analysis Unit, Bureau of Foreign and Domestic Commerce, the author, states that an extended period of freight and passenger revenues in excess of any previous amounts has enabled the railroads to make substantial progress in scaling down their fixed charges by paying off funded debts and by favorable refunding operations while at the same time enabling them to make large capital outlays and build up substantial reserves to meet postwar problems. He adds:

"Several indicators testify to the phenomenal recovery of railway finances. Annual net income after taxes averaged 16 times larger during 1942-44 than during 1935-39. On the basis of income before taxes, the increase was twenty-six fold. At the end of June, 1945, Class I roads as a whole held enough cash and government securities—over 3 billion dollars—to cover all current liabilities with money to spare.

"Coupled with these financial gains—which are quite in contrast to the experience of World War I—have been impressive economies of operation and performance achievements never before approached. Indeed, the salient feature of the war-time record of the railroads is the manner in which the carriers have handled the greatly expanded traffic load with relatively small increases in the resources at their disposal."

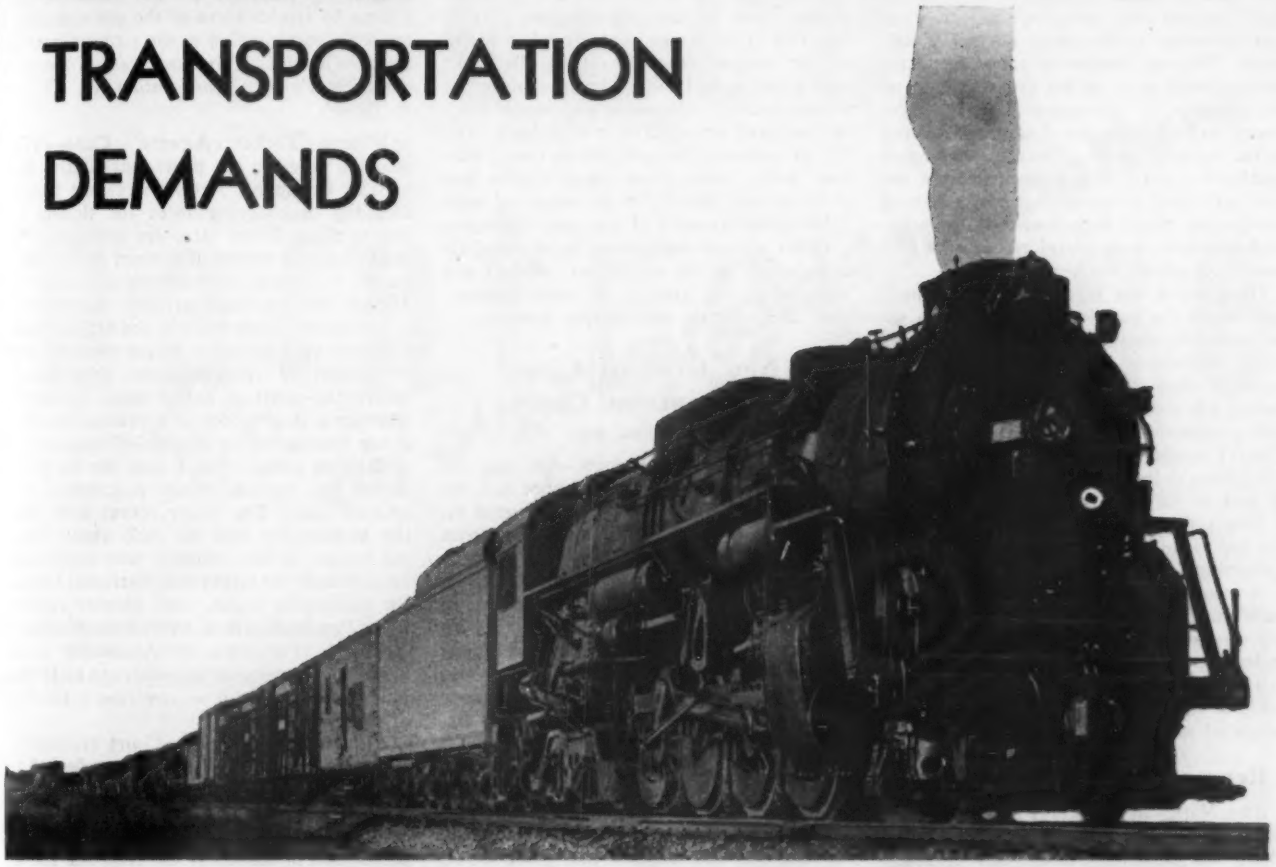
The article contrasts the position of the rail carriers today with that prevailing between World War I and World War II, and continues: "The war period has highlighted the stake of the railroads in the achievement of high national production and income by demonstrating the full potentialities of the decreasing cost phenomenon, which is an outstanding feature of the industry. Surplus railway capacity and a heavy burden of fixed charges are problems that need lead to crises only in periods when over-all business activity is low. Given the prospect of a sustained period of good business conditions, the railroads can be expected to embark on a program of new construction, replacement of equipment, and wholesale modernization which could entail capital outlays approaching the highest amounts spent in any earlier period."

The article reviews the wartime expansion of rail traffic and the performance record of the railroads and analyzes the changing cost-price relationships from the standpoint of their effects on net railway income before and after federal income and excess profit taxes. In conclusion it says:

"The responsiveness of railway earnings

News Department continued on next left-hand page

PEACETIME TRANSPORTATION DEMANDS



Nickel Plate 2-8-4 Built by Lima

. . will also be exacting!

"Overnight from factory to market" will be a routine service in the coming years. To meet such schedules, however, freight trains will need to be powered by up-to-date locomotives capable of hauling heavy loads at sustained passenger-train speed.

Railroads, that have been building up fleets of modern Lima-built steam locomotives, will be prepared to handle this peacetime traffic just as efficiently as they have met wartime transportation needs.

LIMA LOCOMOTIVE WORKS LIMA LOCOMOTIVE WORKS INCORPORATED INCORPORATED, LIMA, OHIO

to larger traffic volume and more intensive utilization during the war is extremely significant from the standpoint of potential post-war earnings, although it does not in itself provide any accurate indication of cost behavior under more normal conditions. Various temporary expedients have been resorted to in recent years in view of the urgency of increasing operating efficiency and speeding the flow of war goods to the fighting fronts. On the other hand, continued capital improvements after the war will tend to counteract the effect of eliminating these expedients. Cost behavior in future years, therefore, will not necessarily duplicate the war pattern. . . .

"Because of war taxes, the carriers have not reaped the major part of the gains associated with decreasing costs under heavy traffic movement. Nevertheless, their net earnings after taxes have been sufficient to permit the accumulation of sizable reserves and a reduction of the long term debt of Class I roads from 1h3 billion dollars to 9.8 billion dollars between 1940 and 1944. A part of the debt reduction of 1.5 billion dollars reflects the notable progress which has been made in reorganizing roads in receivership."

A second part of the study to appear in a subsequent issue of the Survey will review the disposition of wartime earnings of the railroads, the progress which has been made in reducing fixed charges, and the financial outlo•k for the carriers under alternative levels of national production.

Representation of Employees

The National Mediation Board has certified that the Order of Railroad Telegraphers has been duly designated to represent agents, telegraphers, and levermen employed by the Detroit, Toledo & Ironton. The employees were previously unrepresented, and the certification of O. R. T. came after an N. M. B. investigation and check of representation authorizations.

O. D. T. Will Be Out of Trucking Business November 1

The Office of Defense Transportation will be out of the trucking business on November 1 when it completes the return to private operation of the Mid-West lines seized by the government in August, 1942, during a labor dispute. Only eight of the 103 lines seized originally remain to be returned, and O. D. T. has announced that these eight will be released November 1.

Women Railway Employees

Class I railroads had 117,307 women employees as of the middle of July, an increase of 1,431 from the mid-April figure of 115,876, but the proportion of women employees to total employees fell slightly from 8.16 per cent to 8.08 per cent. These data were disclosed in the latest report on the subject by the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission.

The total of 117,307 women employees as of the middle of July compares with a July, 1944, figure of 116,425. The total of all employees as of the middle of July was 1,451,306, compared with a mid-April figure of 1,420,511 and 1,442,894 for July, 1944.

Although there were increases in the number of women employees in some of the other groups, the rise of 2,016 in the number assigned to the professional, clerical and general group was the principal change since the mid-April report. As of mid-July, this group accounted for 82,042 of the women employees. At the same time there were 19,485 women employed in maintenance of equipment and stores work as compared with 20,716 in mid-April; 13,717 as compared with 13,388 in transportation work, other than train, engine and yard service; and 1,756 as compared with 1,765 in maintenance of way and structures.

Other women employees as of mid-July included 21 in the executives, officials and staff assistants group; 49 switchtenders; and 237 in train and engine service.

New Grist of Cases for Supreme Court

(*Continued from page 692*)

of the Railroad Retirement Act and the Railroad Unemployment Insurance Act, the parties are *Railroad Retirement Board* vs. *Duquesne Warehouse Co.* and *vice versa.*

Legal technicalities again are primarily at issue in the case known as *Williams* vs. *Green Bay & Western,* where the propriety of a New York federal court's action involving the affairs of a Wisconsin company is disputed. A suit of debenture holders to recover certain undistributed net earnings to which they asserted a claim was dismissed by the New York court as being a matter to be adjudicated in Wisconsin, and the Supreme Court is asked to decide whether the question is one that involves interference with a corporation's internal affairs, and also whether that point should determine the place of suit if the parties are in the district where the suit was filed.

I. C. C. Findings Upheld—Among cases filed since the court closed its 1944 docket, it already has upheld orders of the I. C. C. in two by *per curiam* decisions in which it affirmed actions of lower courts dismissing suits challenging the commission's findings. The cases so disposed of were *Carolina Scenic Coach Lines* vs. *U. S.* and *Deaton Truck Line* vs. *U. S.*

Unusual elements were involved in two cases where the Supreme Court has refused to take jurisdiction, thus upholding the lower courts' opinions. One—*Ohio Tank Car Co.* vs. *Keith Railway Equipment Co.*—was an Elkins Act proceeding in which the tank car company asserted a right to a share of mileage allowances paid by railroads to the lessor of its cars, even though it was under common ownership with an oil company that was also a shipper. The courts held that such participation would be equivalent to a rebate. In the other case—*Texas & New Orleans* vs. *U. S.*—the question involved was the government's right to a single line freight rate, rather than a higher joint rate, on shipments made in part on a government-owned line. The decision was favorable to the government's position.

Among cases which the Supreme Court has docketed for later consideration are five, consolidated into one proceeding, in which the fairness of the plan of reorganization of the Denver & Rio Grande Western is in dispute. The I. C. C. plan was approved by the lower court, but the appellate court held that it was faulty in that it failed to make equitable distribution of cash and of excess war profits and therefore should be returned to the commission. Claims of stockholders of the old company for some participation in the reorganization also are involved. The basic case is *Reconstruction Finance Corporation* vs. *D. & R. G. W.*

Miami Ticket Agents' Case—The question whether the provisions of the Interstate Commerce Act with respect to the illegality of charging rates for tickets in excess of published fares are applicable to individuals is before the court in *Howitt* vs. *U. S.*, where ticket sellers convicted in Miami, Fla., of such activity dispute the lower courts' application of the act to them.

Meyer vs. *Fleming* is a case growing out of section 77 reorganization proceedings where the court is called upon to decide whether a stockholder of a railroad undergoing reorganization is entitled to maintain a claim on behalf of that road for its benefit in the reorganization proceedings of another road. The lower courts held that the stockholder had no such right, once the trustee of his company was appointed, even though the action was instituted before the trusteeship began. Still another section 77 reorganization case—*Smith* vs. *Hoboken Railroad, Warehouse & Steamship Connecting Co.*—arises from a dispute as to the interpretation of a lease covering a portion of the carrier's line.

Although the Supreme Court refused to review the *Ohio Tank Car* case referred to above, it has taken jurisdiction in one where the issues are somewhat similar, *El Dorado Oil Co.* vs. *U. S.* Again the Elkins Act's prohibition of rebates is involved, the I.C.C. having decided that act was violated by a rental agreement whereby a tank car lessee received from its lessor a share of mileage allowances received from railroads. The court has been asked to determine whether the rebate prohibition applies where the lessee was not the consignee and did not pay the freight charges, and also whether the commission's finding was based on sufficient evidence and is subject to judicial review.

Army Transportation Corps in Fiscal 1945

"Never once was there a railway tie-up at any port of embarkation," according to the review of Transportation Corps activities included by General Brehon B. Somervell, commanding general, Army Service Forces, in his annual report for the fiscal year 1945 which was made public this week. During the period of the war, General Somervell said, the Transportation Corps moved 32,100,000 troops in the United States by train, and 800,000 by bus; it handled 5,000,000 individual and small group travel reservations; and shipped 318,000,000 short tons of freight by domestic carriers.

The report makes brief mention of period of War Department operation of the railroads which grew out of the December, 1943, strike threat, noting that the railroads were turned back to their owners without having involved the government in any financial obligation. It also noted that freight rate reductions obtained by the Transportation Corps since January, 1944, saved the government $43,000,000.

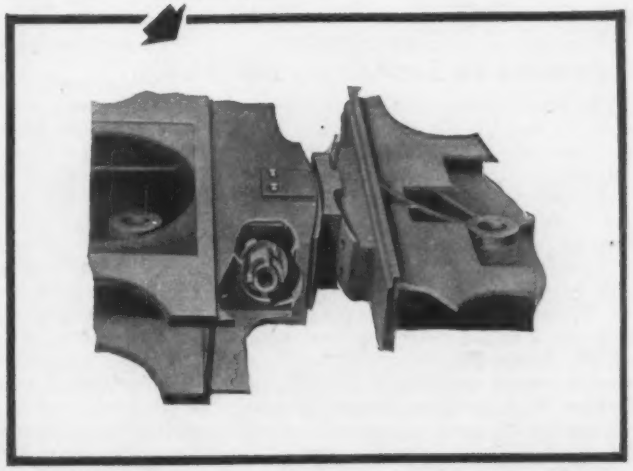
News Department continued on second left-hand page

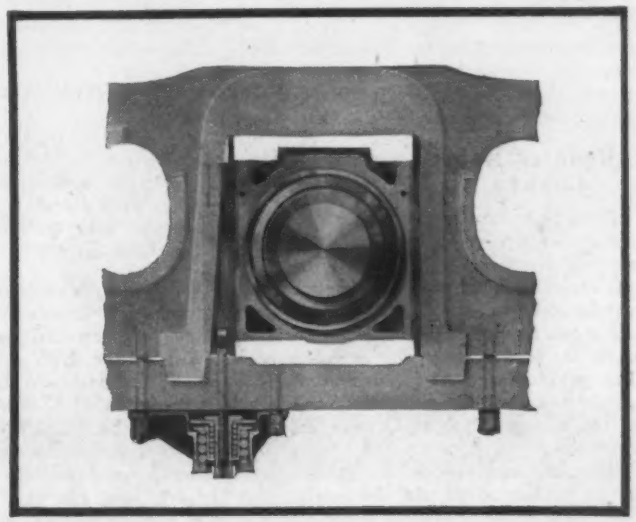
reduce maintenance on overworked locomotives

Every locomotive is needed on the road today. Time out for maintenance must be kept to a minimum.

The record shows that after locomotives are equipped with FRANKLIN E-2 RADIAL BUFFERS there is less wear on chafing plates, drawbars and pins; fewer pipe failures; less displaced brickwork; and fewer loose cabs. The Buffer maintains a frictional resistance which dampens oscillation between engine and tender.

THE FRANKLIN COMPENSATOR AND SNUBBER *automatically* compensates for normal wear and temperature changes, thus maintaining accurate driving box adjustment under all conditions. By eliminating pound, it greatly prolongs the life of every bearing on the locomotive and increases mileage between shoppings.





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The Corps operates 1,500 locomotives, 4,000 tank cars, 9,500 other railway cars, and 7,500 buses in the United States, General Somervell said. Overseas it operates 65 ports, 30,000 miles of military railroads, "most of which had to be completely rebuilt and rehabilitated as the result of air bombing, artillery fire or enemy action." The Corps' overseas highway fleet includes 46,500 trucks.

The report also tells the story of how war materials en route to the ports on V-E and V-J days were stopped in transit and diverted. After V-E day, the Corps "adjusted some 700 procurement contracts and stopped $36,000,000 worth of production," while similar cancellations following the end of the Japanese war involved 3,400 contracts totaling $103,000,000.

Yount Succeeds Williamson as Army's Traffic Chief

Brigadier General P. F. Yount, whose war service included assignments as director general of Military Railway Service in Iran and India, has succeeded Brigadier General William J. Williamson as chief of the Army Transportation Corps' Traffic Control Division. General Williamson retired on September 29, as noted in the *Railway Age* of October 6, page 574.

Agreement on Land-Grant Bill

The Senate-House conference committee appointed to reconcile the differing Senate and House versions of H. R. 694, the Boren bill to repeal remaining provisions of the land-grant-rate law, reached an agreement this week, it was reported as this issue went to press. The agreed-upon version, it is understood, will be the Senate bill with its October 1, 1946, effective date—but the agreement eliminates the provision requiring that the difference between applicable land-grant rates and full commercial rates be shown on freight bills rendered to the government during the period between the enactment date and the effective date.

The latter provision was part of the bill's so-called "veterans' farms fund" amendment added by the Senate (see *Railway Age* of October 13, page 615); and it was the only part of that amendment which would have affected the railroads.

Reduces Rates on Anthracite Coal to New York Piers

Reporting after further hearing in the No. 27766 proceeding, the Interstate Commerce Commission has reversed its previous decision of two years ago and ordered a reduction in rates on anthracite coal moving from Pennsylvania fields to tidewater piers in New Jersey for transshipment. The prior report, a five-to-four decision which dismissed the complaint, was noted in the *Railway Age* of October 30, 1943, page 700.

The case was reopened for further hearing in January, 1944, and the present decision drew dissenting votes from Commissioners Porter, Mahaffie, and Patterson. Complainants in the proceeding are 40 corporations and individuals whose shipments aggregate more than two-thirds of the annual output of Pennsylvania anthracite.

Present rates on the traffic involved are $2.50 per long ton on prepared sizes and $2.38 per long ton on pea and smaller sizes to the so-called upper piers at Edgewater, N. J., Weehawken, Hoboken and Jersey City; and $2.45 and $2.33, respectively, to the so-called lower piers at Elizabethport, Port Reading, Perth Amboy and South Amboy. The commission's order cuts the rates to the upper piers to $2.25 and $2.13, and to the lower piers to $2.20 and $2.08.

Equipment and Supplies

LOCOMOTIVES

The Missouri-Kansas-Texas has completed plans for the purchase of six 1,000-hp. Diesel-electric switch engines at a cost of $475,500. These locomotives will be used to Dieselize switching operations in the Dallas, Tex., terminal completely.

The Gulf, Mobile & Ohio, through its board of directors, has authorized the purchase of 24 Diesel-electric locomotives, 20 of which will be for freight service, two as road switch engines and two 2,000-hp. for streamlined passenger train service.

The Central of New Jersey has placed an order with the Baldwin Locomotive Works for five 4,500-hp. three-unit Diesel-electric road freight locomotives, subject to tests, at a total cost of approximately $1,877,500. In announcing the purchase, William Wyer, chief executive officer, said that the Jersey Central now has 31 Diesel switchers, and that it recently ordered three Diesel-electric passenger locomotives and plans to order several more when its pending application for a commutation fare increase is approved. "The advantages of the new Diesel road freight locomotives which we are ordering include faster freight service, lower operating costs and elimination of smoke nuisances. The first is expected to be delivered next June, and the others are due to follow over a period of about eight months."

IRON AND STEEL

The Missouri-Kansas-Texas has been authorized by its board of directors to purchase 146 miles of new 112-lb. rail at an approximate cost of $3,000,000. The rail will be used on the main line in Texas and Oklahoma.

The Illinois Central has authorized the placing of orders for 500 miles (88,064 tons) of new rail for 1946 delivery. The cost of the 1946 rail program, including both material and labor, will amount to approximately $7,800,000. Orders for 1946 rail will be placed with the Tennessee Coal, Iron & Railroad Co. at Birmingham, Ala., the Carnegie-Illinois Steel Company at Gary, Ind., and the Inland Steel Company at Indiana Harbor. The 1946 rail program of 500 miles compares with 400 miles ordered and approximately 300 miles received and installed in 1945. Receipts were less than orders because of war-time steel allocations. The new rail ordered for 1946 will be of 131 and 112 lb. section and will enable the road to complete its program for relieving all 90-lb. rail in main lines between Chicago and New Orleans, La., Chicago and Waterloo, Iowa, Chicago and St. Louis, Mo., and St. Louis and Pinckneyville, Ill. This high-speed, heavy duty mileage then will be completely laid with 131, 112 and 110 lb. rail.

PASSENGER CARS

The Baltimore & Ohio has placed an order with the Pullman Standard Car Manufacturing Co. for eight air-conditioned sleeping cars to be used on "The Capitol Limited," the road's over-night train between Washington, D. C., and Chicago. Each car will have 16 roomettes equipped with single bed, lavatory and toilet facilities, and four double bedrooms, which will be convertible into suites. The cars are scheduled for delivery in the third quarter of 1946 and will have the standard B. & O. exterior color scheme of blue, gray and gold.

SIGNALING

The Missouri-Kansas-Texas has been authorized by its board of directors to purchase the necessary equipment to install 50 miles of automatic block signals between Stringtown, Okla., and Red River.

FREIGHT CARS

The Southern has requested bids by November 12 on 1,000 50½-ft. steel sheathed automobile cars of 50-tons capacity.

Supply Trade

R. H. Osgood has been appointed director of advertising and market research for the **General Cable Corporation,** New York. He was formerly associated with the Okonite Company.

Charles H. Morse, III, president of the Inland Utilities Company (a subsidiary of **Fairbanks, Morse & Co.**), has been elected vice-president of Fairbanks, Morse. He will continue as president of the subsidiary.

George J. Sussman, traffic agent of the **Bethlehem Steel Company, Inc.,** has been promoted to district traffic manager, with headquarters at San Francisco, Cal. He will have jurisdiction over sub-offices at Seattle, Wash., and Los Angeles, Cal. **Frank Hubert, Jr.,** formerly attached to the Houston (Tex.) traffic department, has been advanced to traffic representative, with headquarters at Los Angeles.

F. B. Horstmann, technical director of the railroad department of the **Dearborn Chemical Company,** has retired after 40 years of service. Mr. Horstmann entered service with the company in 1905 as a chemist, and in 1917 he was promoted to chief chemist. In March, 1922, he was assigned to the industrial department, remaining there until June, 1926, when he was advanced to chemical engineer of the railroad department. In 1941 Mr. Horstmann

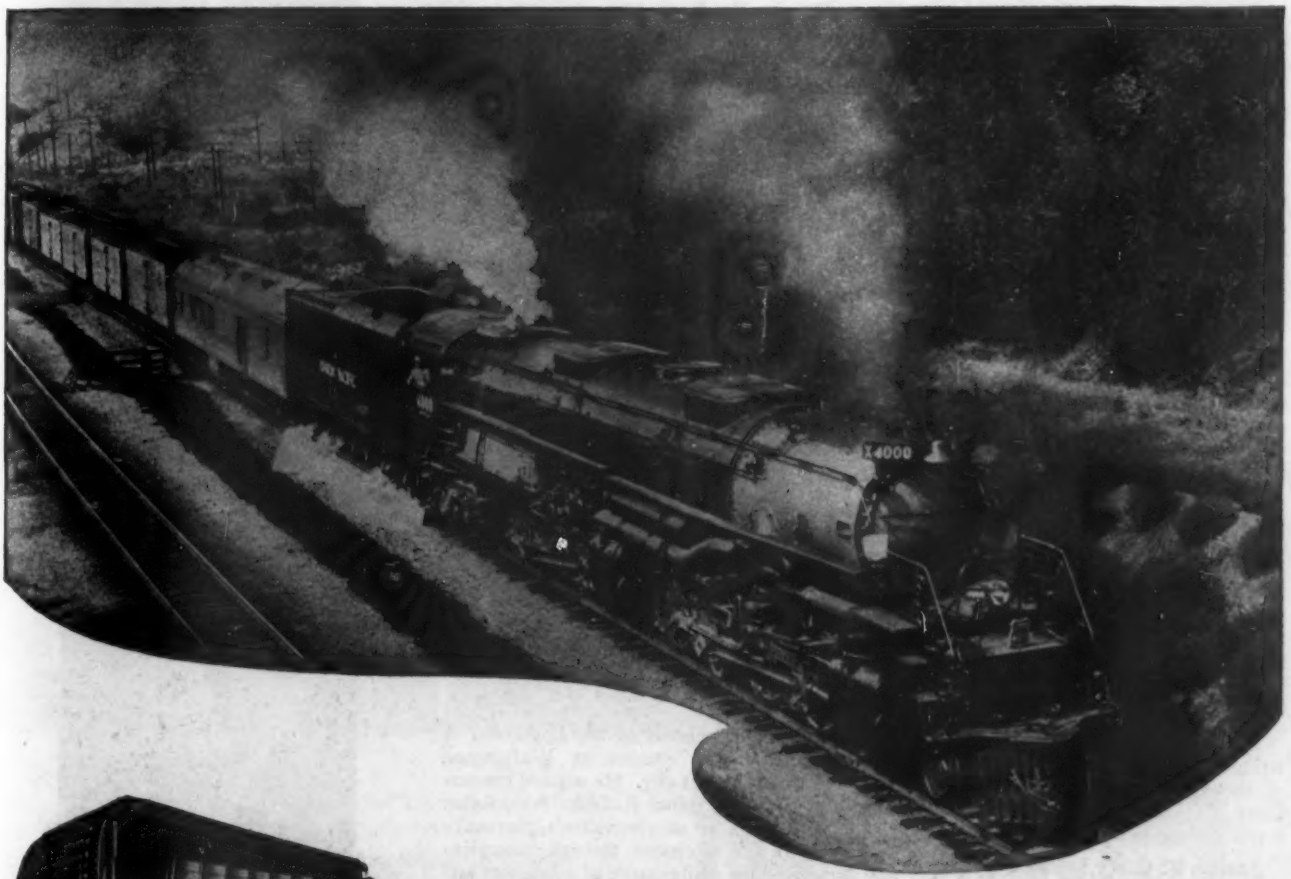
News Department continued on next left-hand page

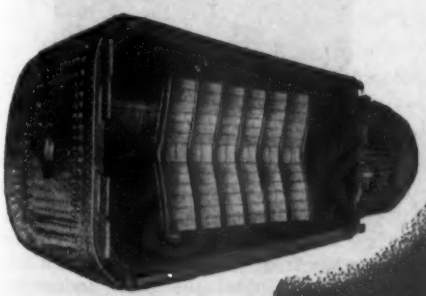
To do Today's Job

• Union Pacific's mighty 4-8-8-4's, designed to meet today's tremendous demands for fast freight movement, are capable of continuous operation under maximum horsepower output.

The firebox of each locomotive of this type is equipped with seven Security Circulators, making it possible to maintain a well proportioned brick arch.

The Water Line is Your Life Line





AMERICAN ARCH COMPANY, INC.

NEW YORK · CHICAGO

SECURITY CIRCULATOR DIVISION

was promoted to the position he held at the time of his retirement.

The **Cummins Engine Company** has reorganized its sales department, creating two new sales divisions. Under the new plan, sales activities will be divided into two major fields—direct sales through dealers, and sales to manufacturers who power their equipment with Cummins Diesels. Paris E. Letsinger is the company's vice-president in charge of distribution. **Norman E. Palmer,** for the past three years Washington, D. C., representative for Cummins, has been appointed general sales manager to work directly with Mr. Letsinger. **J. D. Allen,** assistant sales manager, has been appointed sales manager of dealer organizations, and **Fred W. Sparks,** manager of the Cleveland, Ohio, regional office, has been appointed sales manager of manufacturing accounts.

James L. Straight has been appointed western division executive director of the **National Patent Council,** a new organization of smaller manufacturers which is launching a nation-wide program in defense of the U. S. patent system. John W. Anderson, president of the Anderson Company, Gary, Ind., is president of the council. Mr. Straight has been in charge of committee coordination for the aircraft war production council, central agency for production and technical collaboration among major aircraft manufacturers in the west. Previously he was a technical writer for American Aviation Magazine and Daily, Washington, D. C., and mayor of Boise, Idaho. Headquarters of the new organization will be at Gary, and offices will be opened soon at New York and on the west coast.

William B. Campbell has been appointed resident manager for **Waterhouse & Co.,** New York. Mr. Campbell was associated with the Pantasote Company for eighteen years prior to his induction into the Army. The Waterhouse organization represents the following companies with the railroads from Maine to Florida: A. Theo. Abbott & Co., of Philadelphia, Pa.; Blanchard Bro. & Lane, Newark, N. J.; the Collins & Aikman Corp., New York; R. L. Hanson, Inc., New York; the Lehon Company, Chicago; the Safetee Glass Company, Philadelphia; Technical Plywoods, Chicago; and the Western Shade Cloth Company, Chicago.

The **American Chain & Cable Co.,** Bridgeport, Conn., has acquired the business of the **Certified Gauge & Instrument Corp.,** of Long Island City, N. Y., which it will operate as the Helicoid Gage division.

Joseph F. Clary, whose appointment as assistant railroad sales manager of the **Edward G. Budd Manufacturing Company** was reported in the *Railway Age* of October 20, was graduated from the Massachusetts Institute of Technology in 1929 with a degree in engineering. Subsequently he was employed as an engineer with the Firestone Tire & Rubber Co. He joined the Budd Company in 1933 as an engineer in the Navy department. He was appointed railroad division engineer in 1934 and later project engineer and project manager. He was appointed manager of the railway sales contact division in 1940. During the war he served in Budd's war service department in the chemical and food process division. He later returned to head the railroad sales contact division during its expansion period.

Joseph F. Clary

Frank E. Ross, Jr., heretofore in charge of the Diesel locomotive section of the U. S. Railroad Mission in Mexico, has been appointed assistant to John W. Barriger, III, manager of the Diesel locomotive department of **Fairbanks, Morse & Co.,** with office at 600 S. Michigan Avenue, Chicago. Mr. Ross was born at St. Louis, Mo., on July 25, 1916, and was educated in the public schools of St. Louis and in night extension courses at Washington University in that city. He entered the service of the Terminal Railroad Association of St. Louis as an electrician's apprentice in 1936 and advanced through successive grades in the maintenance of equipment and transportation departments to foreman of the company's Diesel locomotive repair shop. He left the T. R. R. A. in August, 1944, to go to Mexico with the railway mission, which was the connection he relinquished to join Fairbanks, Morse & Co.

Frank E. Ross, Jr.

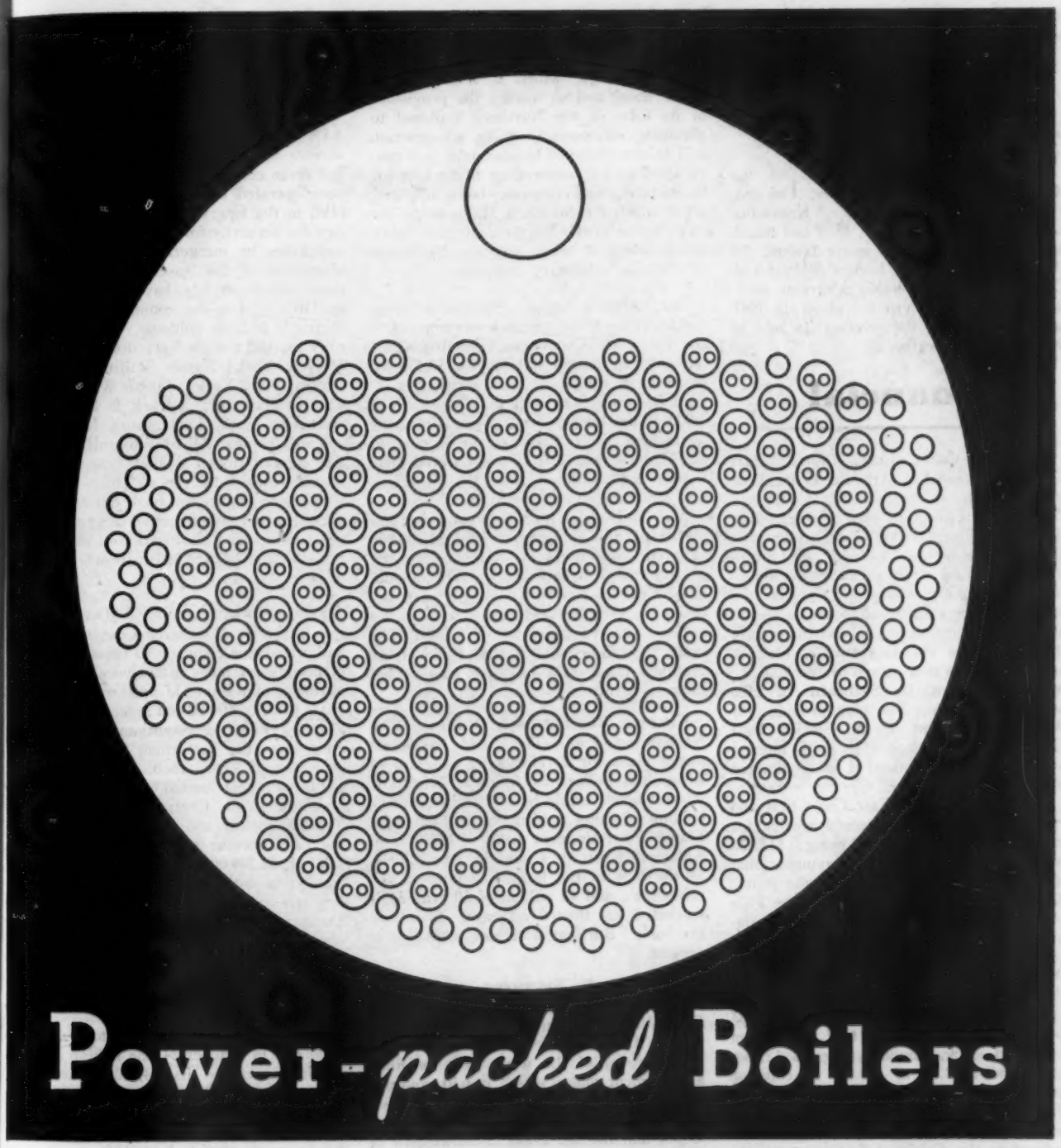
Charles M. Wheeler, assistant district manager, has been appointed district manager of the **Union Switch & Signal Co.** with headquarters in New York. Mr. Wheeler was graduated from the Pennsylvania State College with a bachelor of science degree in 1911, and an electrical engineering degree in 1913. He began his career as a signal apprentice on the Pennsylvania in July, 1911, and was advanced through different positions until his appointment as assistant supervisor of signals in March, 1916. From March, 1918 to March, 1921 he held the positions of assistant division operator and division operator at Pittsburgh, Pa., after which he served on the E. & A., eastern and Pittsburgh divisions, as supervisor telegraph and signals. He left the Pennsylvania in September, 1927 to become sales engineer for the Union Switch & Signal Co., and in October, 1940, was transferred to New York as assistant district manager.

C. M. Wheeler

Commander B. W. Taylor has been appointed assistant chief mechanical engineer of the **General Steel Castings Corporation.** Commander Taylor recently was released from active duty by the Navy Department. He was graduated from Pennsylvania University with a degree in mechanical engineering in 1917 and served in the United States Army and in the Navy in the first world war. He was instructor in mechanical engineering at Pennsylvania University from 1920 to 1923, in which latter year he joined the SKF Industries, Inc. From 1933 to 1943 he was railway engineer of that company, in charge of engineering and service in all matters pertaining to railway applications. He returned to naval service in August, 1943, and served

Comm. B. W. Taylor

News Department continued on next left-hand page



Power-*packed* Boilers

Locomotives are measured by tractive effort and horsepower.

These factors are useless unless backed up with ample boiler capacity.

A well designed boiler is governed by several factors . . . one of prime importance is the superheater.

The proper design of superheater provides maximum superheating area and steam area; minimum pressure drop and lowest smokebox temperature with the largest tube and flue evaporating surfaces.

THE
SUPERHEATER
COMPANY

Representative of AMERICAN THROTTLE COMPANY, INC.
60 East 42nd Street, NEW YORK
122 S. Michigan Ave., CHICAGO
Montreal, Canada, THE SUPERHEATER COMPANY, LTD.

Superheaters • Superheater Pyrometers • Exhaust Steam Injectors • Steam Dryers • Feedwater Heaters • American Throttles

for approximately two years with the bureau of aeronautics.

OBITUARY

John A. Wendt, sales manager of the United States Gypsum Company, died in an Evanston (Ill.) hospital on October 19.

Charles F. Fitts, president of the Rodger Ballast Car Company, Chicago, died at his home in that city on November 17. Mr. Fitts was born in 1868 and began his business career as a patent lawyer. In 1905 he went with the Rodger Ballast Car Company and after holding various positions was elected a vice-president. In 1941 he was elected to the position he held at the time of his death.

Financial

ATLANTIC COAST LINE.—*Florida East Coast Merger.*—The Atlantic Coast Line is transmitting to the Interstate Commerce Commission a proposed plan of reorganization of the Florida East Coast which provides for the merger of the F. E. C. into the A. C. L., an arrangement by the Interstate Commerce Commission to protect the interests of the railroad employees affected, and the maintenance of existing joint through routes via Jacksonville, Fla., to and from points now served by the F. E. C. in connection with the Seaboard Air Line and the Southern. The plan provides for A. C. L. payment of the Florida East Coast's first mortgage 4½'s with interest and for the assumption of all equipment obligations of the F. E. C.

Holders of Florida East Coast first and refunding mortgage 5's would receive for each $1,000 bond, the following: $133.33 in cash, less any interest payments that may be authorized hereafter by the court; $200 in new divisional first mortgage 3½'s of the Atlantic Coast Line, maturing January 1, 1971, to be secured by a first lien on the lines of tht F. E. C.; $250 in new divisional income mortgage 4¼'s of the A. C. L., maturing January 1, 2021, with contingent interest cumulative up to 12¾ per cent; $200 of new A. C. L. 4 per cent preferred stock, cumulative up to 12 per cent, and $133.33 of A. C. L. common stock. All of the securities would be dated January 1, 1946. The divisional income mortgage bonds would be secured by a lien subject to the divisional first mortgage on the Florida East Coast. They would be serviced by the earnings of the combined properties.

The plan sets forth that the Atlantic Coast Line would agree to the elimination of the divisional first mortgage bonds and to the substitution of $450 of new divisional income mortgage bonds for each $1,000 Florida East Coast first and refunding mortgage bond in place of the allotment of $200 of new divisional first mortgage bonds and $250 of new divisional income mortgage bonds. The I. C. C. has scheduled hearings on the Florida East Coast's reorganization plans for November 6 in Washington, D. C., and for November 13 in West Palm Beach, Fla.

BOSTON & MAINE.—*Acquisition of Leased Lines.*—Division 4 of the Interstate Commerce Commission has authorized this company to acquire the properties of the Concord & Claremont and the Peterborough & Hillsborough, which it now operates under lease, and to modify the provisions of its lease of the Northern Railroad to eliminate reference to them. Acquisition will be accomplished by surrender and cancellation of the outstanding first mortgage bonds of the two companies being acquired, all of which the Boston & Maine holds, the cancellation by the Northern of other debts, all of which it holds, and the dissolution of the two subsidiary companies.

BALTIMORE & OHIO.—*Equipment Trust Certificates.*—This company has applied to the Interstate Commerce Commission for authority to assume liability for $3,450,000 of series P equipment trust certificates issued in connection with its acquisition of 1,000 50-ton hopper cars, ordered from the Bethlehem Steel Company at a cost of $2,771 each, and 350 70-ton covered steel hopper cars, ordered from the American Car & Foundry Company at $4,407 each.

Notes.—Division 4 of the commission has authorized this company to issue $1,200,000 of promissory notes in evidence, but not in payment, of the unpaid portion of the purchase price of 500 50-ton hopper cars, ordered from the Pressed Steel Car Company at an estimated net price of $2,797. The notes have been sold to the Philadelphia National Bank on a 1.575 per cent annual interest basis.

CHICAGO, BURLINGTON & QUINCY.—*New Refinancing Plan.*—This road has completed plans for a refinancing program of 70 million dollars as follows: New low interest bonds would be sold at competitive bidding effecting a reduction in total debt. Slated for retirement were 30 million of collateral trust 3½'s sold in April, 1944, as the first of the large low interest rail refundings, and 40 million of 30 year 3¾'s marketed less than a year ago. These are the only Burlington issues callable at present.

COLORADO & SOUTHERN. — *Trackage Rights.*—This company's subsidiary, the Fort Worth & Denver City, has applied to the Interstate Commerce Commission for approval of the terms of a modified arrangement under which it will continue to operate under trackage rights over lines of the Dallas Terminal Railway & Union Depot and the St. Louis Southwestern of Texas at Dallas, Tex.

GULF, MOBILE & OHIO.—*Acquisition.*—This company has applied to the Interstate Commerce Commission for formal approval, if required, of its purchase of a line approximately ½ mile in length, at Mobile, Ala., used by it and its predecessors for many years, and formerly owned by the Gulf Terminal Company.

DENVER & RIO GRANDE WESTERN.—*Equipment Trust Certificates.*—Division 4 of the Interstate Commerce Commission has authorized this road to assume liability for $2,610,000 of series J equipment trust certificates, issued in connection with its acquisition of 500 50-ton box cars from the Pressed Steel Car Company at $3,813 each and three 5,400-hp. Diesel-electric locomotives from the Electro-Motive Division of General Motors Corporation at $530,000 each, the total outlay being $3,496,530. The certificates have been sold at 98.27, with a 2 per cent annual interest rate, to Halsey, Stuart & Company.

DELAWARE, LACKAWANNA & WESTERN.—*Merger of Leased Lines.*—This Company and seven companies whose properties have been operated by it under lease have applied to the Interstate Commerce Commission for authority for it to acquire the seven companies by merger. Arrangements for acquisition of the leased lines supplement those which already have been approved by Division 4 of the commission, as noted currently in these columns. The companies to be merged are the Syracuse, Binghamton & New York; Sussex Railroad; Erie & Central New York; Passaic & Delaware; Chester Railroad; Newark & Bloomfield; and New York, Lackawanna & Western (Pennsylvania). All or substantially all of the capital stock of these companies is already owned by the survivor company, which is to acquire the small minority holdings. Further simplification of system capital structure and clarification of the federal tax situation is expected to result from the merger.

ERIE.—*Promissory Notes.*—Division 4 of the Interstate Commerce Commission has authorized this company to issue $1,848,000 of promissory notes in evidence, but not in payment, of the unpaid portion of the purchase price of 600 70-ton gondola cars being acquired under a conditional sale agreement from the Bethlehem Steel Company at a cost of $3,853 each. The notes, with a 1.62 per cent annual interest rate, have been sold to the Central Hanover Bank & Trust Company and others. Other financing of a similar nature will require the sale of $2,240,000 of additional notes, in connection with the purchase of 700 50-ton box cars from the American Car & Foundry Company and 100 70-ton covered hopper cars from the Greenville Steel Car Company, but the division has deferred approval with respect to these notes until the transactions are further advanced.

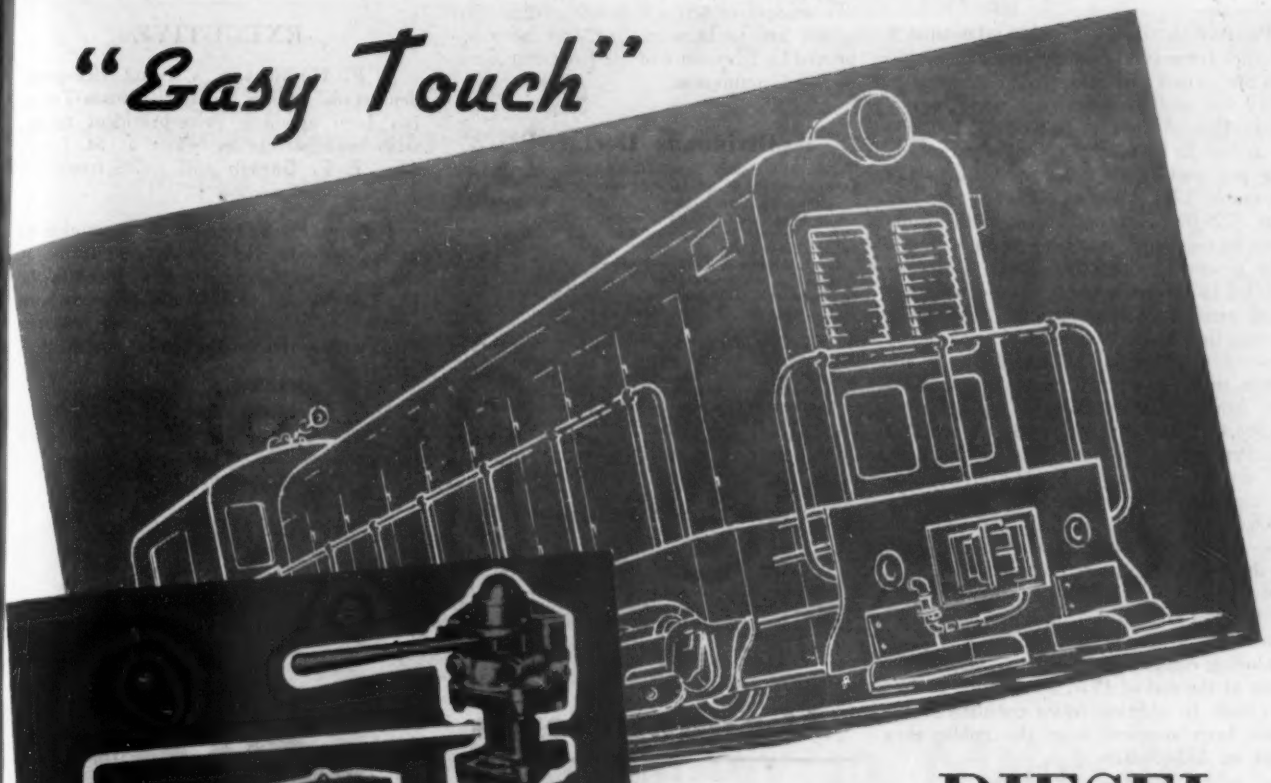
LEHIGH & NEW ENGLAND.—*Awards Bonds.*—On October 24, the Lehigh & New England awarded its $4,000,000 issue of first mortgage bonds due 1975 to Kidder, Peabody & Co. and associates, on a bid of 99.5199 for a 3 per cent coupon. The bonds were reoffered at 100.

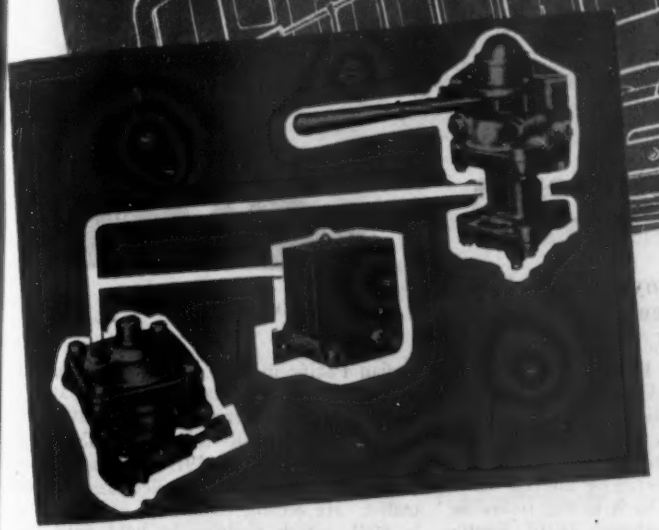
MAINE CENTRAL.—*Loan to Ferry Operator.*—This company has applied to the Interstate Commerce Commission for authority to loan to Charles K. Hall $20,000 with which to purchase the capital stock of the Passamaquoddy Ferry & Navigation Company, such stock being pledged as security for the loan, and to loan to the ferry company $10,000 for working capital, secured by a mortgage on its property.

PERE MARQUETTE.—*Promissory Notes.*—Division 4 of the Interstate Commerce Commission has authorized this company to issue $438,200 of promissory notes in evidence, but not in payment, of the unpaid portion of the purchase price of 7 1,000-hp. Diesel-electric switching locomotives being acquired, at a cost of $78,550 each, from

News Department continued on next left-hand page

How to Put the "Easy Touch"





on DIESEL SWITCHERS

THE Pneumatic Throttle reduces throttle control to easy, finger-touch operation. With the engine idling, setting up of electrical circuits and regulation of engine speed are governed by movement of a single, small control handle.

This handle can be interlocked with the reverser to permit reversing only in power-off position. Mechanical linkage is eliminated and installation is simplified by tubing connections between cab and engine governor.

In addition to switchers, the Pneumatic Throttle is in use on Diesel road locomotives. Individual installations have been made to steam reciprocating and turbine locomotives.

It solved the problem of remote throttle control for marine Diesels installed on harbor tugs, lighters and fighting ships.

WESTINGHOUSE AIR BRAKE CO.

WILMERDING, PENNSYLVANIA

the Electro-Motive Division of General Motors Corporation under a conditional sale agreement. The notes have been sold to the Cleveland Trust Company on a 1.609 per cent annual interest basis.

PENNSYLVANIA.—*Refunding.*—Division 4 of the Interstate Commerce Commission has authorized this company to assume liability for, and its subsidiary, the Pennsylvania, Ohio & Detroit, to issue, $32,602,000 of series E first and refunding mortgage 2⅞ per cent bonds, sold at 99.01 to the Equitable Life Assurance Society (except that $729,000 is being taken at the same price by the Pennsylvania's insurance fund). The proceeds, with other funds, are to be applied to the redemption of an equal principal amount of the subsidiary company's outstanding bonds, as outlined in *Railway Age* of September 29, page 539. In addition to federal tax benefits, the net saving from the transaction is computed at $5,308,413. The division's report noted that the Pennsylvania system, in the period from the end of 1937 to June 30, 1945, had increased its property investment account by $206,160,000 while reducing debt owing to the public by $171,221,000. Eliminating equipment obligations, the long-term debt reduction in this period was $190,398,000, or 18.1 per cent, while the estimated annual interest charges, at the end of this year, including equipments, will be $7,542,000 less than at the end of 1937, a reduction of 16.3 per cent. In addition, lessor company stocks have been acquired from the public at a cost of $32,636,000.

ILLINOIS CENTRAL.—*Asks Bond Tenders.*—The Illinois Central has authorized a call for tenders of certain bonds maturing in 1950-52, the company reserving the right to accept such bonds as are tendered at satisfactory prices. Included in the call are about $54,000,000 of the company's outstanding bonds. The move was announced as a further step in the simplification and refinancing of the debt structure. The first step was the reduction of indebtedness through retirement of current maturities and the purchase of bonds in the open market. The funded debt of the Illinois Central System reached a peak of $383,278,672 in 1927. As of October 18, 1945, it had been reduced to $273,344,911, a reduction of $109,933,761.

ST. LOUIS-SAN FRANCISCO.—*To Pay Overdue Interest.*—The St. Louis-San Francisco has been authorized by the federal court to pay $13,886,009 in overdue interest to the road's bondholders. Payments are as follows: $40 on prior lien 4's; $42.64 on series B-5's; $43.06 on consolidated 4½'s; $47.36 on the 6's; and $139.03 on Kansas City, Fort Scott & Memphis Railway general mortgage 4's, which includes $93.79 of principal.

ST. LOUIS-SAN FRANCISCO.—*Reorganization Plan Approved.*—Division 4 of the Interstate Commerce Commission has announced acceptance of its plan for reorganization of this road under section 77 of the Bankruptcy Act by creditors of four classes to whom it was submitted, the percentage of votes for acceptance varying from 98.21 to 100.

TEXAS & PACIFIC.—*Refunding Bonds.*—This company's application for authority to issue $6,000,000 of series F general and refunding mortgage 5 per cent bonds, to be held in its treasury in exchange for a like amount of series D bonds of this class which are to be cancelled, has been approved by Division 4 of the Interstate Commerce Commission.

Dividends Declared

Atlantic Coast Line (Conn.).—$2.00, payable December 13 to holders of record November 15.

Atlantic Coast Line.—$1.00, payable December 13 to holders of record November 15.

Erie.—50¢, payable December 15 to holders of record November 30.

Gulf, Mobile & Ohio.—Preferred, $2.50, payable January 1 to holders of record December 12.

Louisville & Nashville.—Quarterly, 88¢, payable December 13 to holders of record November 1.

Norfolk & Western.—Quarterly, $2.50, payable December 10 to holders of record November 14.

Reading.—Quarterly, 50¢, payable December 13 to holders of record November 21.

Southern.—Quarterly, 75¢, payable December 15 to holders of record November 15.

Southern.—Preferred, $1.25, payable December 15 to holders of record November 15.

Average Prices Stocks and Bonds

	Oct. 23	Last week	Last year
Average price of 20 representative railway stocks	59.06	59.73	42.10
Average price of 20 representative railway bonds	98.78	98.68	90.25

Abandonments

Extends Employee Protection in Three Cases

Upon petition of the Railway Labor Executives Association, Division 4 of the Interstate Commerce Commission has extended for an additional period of two years its reservation of jurisdiction with respect to the protection of employees who may be adversely affected by the line abandonments authorized by it in the following finance docket proceedings: 14310, Southern Pacific; 14324, Southern Pacific (El Paso & Southwestern); and 14345, Midland Valley. The carriers concerned had not opposed the unions' request.

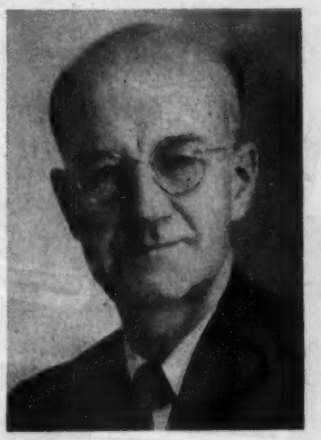
CHICAGO & NORTH WESTERN.—In a proposed report, Examiner R. Romero has recommended that the Interstate Commerce Commission again deny this company's application for authority to abandon a branch from Belle Plaine, Iowa, to What Cheer, 37.69 miles, on the ground that, even though it appears that its normal traffic no longer warrants operation of the line indefinitely, shippers at this time would be confronted with a "serious transportation problem," if it should be discontinued. "There are no trucks available at present to handle the branch traffic," the report commented. The application was opposed by the Iowa State Commerce Commission and various shippers. Authority to abandon was sought in 1942, and denied (as noted in *Railway Age* of April 3, 1943, page 695) the following year, without prejudice to renewal after elimination of the shortage of trucking facilities that was then current, according to the division's finding.

Railway Officers

EXECUTIVE

J. F. Hennessey, assistant vice-president traffic of the Missouri-Kansas-Texas, has been appointed vice-president traffic, with headquarters as before at St. Louis, Mo. **J. F. Garvin** will retire from this position on November 1.

Hubert H. Scott, whose promotion to assistant to the vice-president of traffic of the Canadian Pacific was announced in the October 20 issue of *Railway Age*, was born at Merritton, Ont., in June, 1894, and entered railroading in the service of the Canadian Pacific in 1912 as a stenographer at Montreal, Que. He has remained in Montreal through all advancements. In 1918, he became secretary to the vice-president of the company, and in 1919, assistant chief clerk in the office of the vice-president of traffic. He became chief clerk in that office in 1921, which position he held until the time of his advancement. During World War II Mr. Scott served also in special capacities, including the gathering of information on Canadian Pacific employees interned by the Japanese to facilitate their repatriation.



Hubert H. Scott

Donald V. Fraser, vice-president of the Missouri-Kansas-Texas, has been elected president, succeeding **Matthew S. Sloan,** deceased, and will also serve as a director, succeeding **Hunter L. Gary,** who has resigned. Mr. Fraser's headquarters will remain in St. Louis, Mo.

R. Wright Armstrong, formerly general freight agent of the Missouri district of the Chicago, Burlington & Quincy at St. Louis, Mo., who has been serving as a major in the Transportation Corps of the U. S. Army, has been appointed executive assistant of the Ft. Worth & Denver City, with headquarters at Houston, Tex.

S. A. Dobbs, assistant vice-president of the Gulf, Mobile & Ohio at St. Louis, Mo., has been elected a vice-president, with the same headquarters. **H. E. Warren,** mana-

News Department continued on next left-hand page

ILLINOIS CENTRAL

Proves HSGI ECONOMIES

'WAY BACK WHEN
the I. C. first got acquainted with HSGI, this was a "hot shot" freight locomotive of that road.

A Mainstay in Maintenance for 35 Years

FIVE modern Illinois Central engines, poised with their long strings of freight bound for the South and West, offer dramatic contrast to the diminutively wheeled 639, representative of 1910 power. Today's I. C. locomotives incorporate a generation of improvements and changes since 1910; yet one thing remains the same. That is HUNT-SPILLER GUN IRON, which for 35 intervening years has continuously provided longer-wearing vital parts for Illinois Central engines.

None but a consistently dependable product could win and hold such loyalty. Only demonstrated economies could retain the custom of a large percentage of American railroads, 76 of which have been HSGI users for 35 years or more. Such records prove the benefits that come from using bushings, packing, and other wearing parts made from HUNT-SPILLER GUN IRON.

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N. C. RAYMOND, *President* — E. J. FULLER, *Vice-Pres. & Gen. Mgr.*

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Canadian Representative: Joseph Robb & Co., Ltd., 5575 Cote St. Paul Rd., Montreal, P. Q.
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Cylinder Bushings	Crosshead Shoes	Dunbar Sectional Type Packing
Cylinder Packing Rings	Hub Liners	Duplex Sectional Type Packing for Cylinders and Valves (Duplex Springs for Above Sectional Packing)
Pistons or Piston Bull Rings	Shoes and Wedges	
Valve Bushings	Floating Rod Bushings	
Valve Packing Rings	Light Weight Valves	Cylinder Snap Rings
Valve Bull Rings	Cylinder Liners and Pistons for Diesel Service	Valve Rings, All Shapes

ger of purchases and stores, has also been elected a vice-president, with headquarters as before at Mobile, Ala. **T. T. Martin,** executive representative on industrial relations, has been promoted to assistant vice-president, with headquarters as before at Mobile.

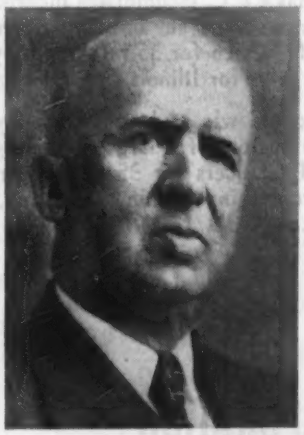
FINANCIAL, LEGAL AND ACCOUNTING

J. T. Mahaney, general auditor of the Missouri-Kansas-Texas at St. Louis, Mo., has been appointed comptroller, succeeding **J. G. Livengood,** whose retirement becomes effective November 1.

Henry L. Walker, recently returned from naval service to the law department of the Southern, has been appointed general attorney, with headquarters at Washington, D. C.

Roy Dewees Plumley, whose appointment as treasurer of the Rutland in addition to his duties as comptroller was announced in the *Railway Age* of October 6, 1945, was born on October 20, 1901, at Wallingford, Vt., and entered railroading in the employ of the Rutland in 1920 as a clerk in the general accounting department. After serving in various clerical capacities, he became chief clerk of that department in 1942, later being advanced to assistant comptroller, then, in 1943, to comptroller. In these posts, Mr. Plumley's headquarters are at Rutland, Vt.

Matthew S. Gooding, whose appointment as secretary for trustees of the Rutland was announced in the October 6 issue of *Railway Age,* was born in Castleton, N. Y. He entered railroad service with the Clarendon & Pittsford at Proctor, Vt., in 1898. Mr. Gooding went with the Rutland in 1901 as a clerk in the freight accounting



Matthew S. Gooding

department at Rutland, Vt., soon transferring to the general accounting department. After occupying various positions in that department and immediately following three years of special assignment, he was transferred to the office of the vice-president and general manager in 1918, of which he became chief clerk in 1927. Mr. Gooding was appointed assistant treasurer for receiver in 1941, and elected assistant treasurer and assistant secretary of the corporation in 1942. His appointment on October 1, 1945, as secretary for trustees does not change his duties as assistant treasurer for trustees.

Irvin M. Craig, whose appointment as auditor passenger receipts of the Atlantic Coast Line at Wilmington, N. C., was announced in tht September 15 issue of *Railway Age,* was born in Reidsville, N. C., on August 19, 1885. Mr. Craig attended Davidson College, class of 1905, and entered railroading with the Atlantic Coast Line in 1907, as a statistical clerk in the auditor freight receipts' office and held various positions in that office until 1925, when he

Irvin M. Craig

was appointed traveling auditor. He served in that capacity until 1933, at which time he returned to the auditor freight receipts' office as chief clerk. In November, 1939, he was appointed auditor miscellaneous accounts, which post he held until September, 1943, when he was named assistant auditor passenger receipts. His appointment as auditor passenger receipts, succeeding **Bertram Quelch,** deceased, became effective September 1, 1945.

H. J. Skeeters, special claim agent in the office of the chief claim agent of the Pennsylvania at Pittsburgh, Pa., has been named chief claim agent for the central region there, succeeding **L. J. Richard.**

J. V. Hare, secretary and treasurer of the Reading at Philadelphia, Pa., will retire October 31, after 48 years of service. **W. W. Rhoads,** assistant secretary and assistant treasurer there, will succeed him, effective November 1.

TRAFFIC

Edward T. Butler, Jr., commercial agent of the Erie at Cleveland, O., has been appointed general agent there.

J. K. Syfan, Jr., recently returned to the Nashville, Chattanooga & St. Louis after military service, has been appointed to his former position as freight traffic agent at Macon, Ga.

L. L. Deck, city passenger agent of the Alton at St. Louis, Mo., has been promoted to eastern passenger agent with headquarters in New York. **Ray F. Harrison,** city passenger agent at St. Louis, has been advanced to district passenger agent with headquarters at Tulsa, Okla.

Edward J. McCaffrey, whose appointment as general freight agent of the Central of Georgia at Savannah, Ga., was announced in the *Railway Age* of September 22, was born on August 25, 1903, in Savannah, and entered railroading in 1919

Edward J. McCaffrey

as a mimeograph operator for the Central of Georgia. He held various clerical positions, becoming rate clerk in 1929 and executive rate clerk in 1936. In 1941, he was appointed assistant general freight agent, maintaining this position until his recent appointment as general freight agent.

John R. Yealland has been appointed general agent in the freight department of the Chesapeake & Ohio and the Pere Marquette at Toronto, Ont., succeeding his father, **Frederick R. Yealland,** whose death is reported elsewhere in these columns.

Royce A. Holye, whose appointment as assistant freight traffic manager of the Central of Georgia at Savannah, Ga., was announced in the September 29 issue of *Railway Age,* was born at Ennis, Tex., on August 8, 1897, and entered railroad service in 1917 with the Central of Georgia as secretary to the assistant freight traffic manager at Savannah. He served with the

Royce A. Holye

freight rate committee of the Railroad Administration's Atlanta, Ga., office from 1918 to 1920, when he returned to Savannah as clerk-stenographer in the office of the vice-president and traffic manager. In 1930,

News Department continued on second left-hand page

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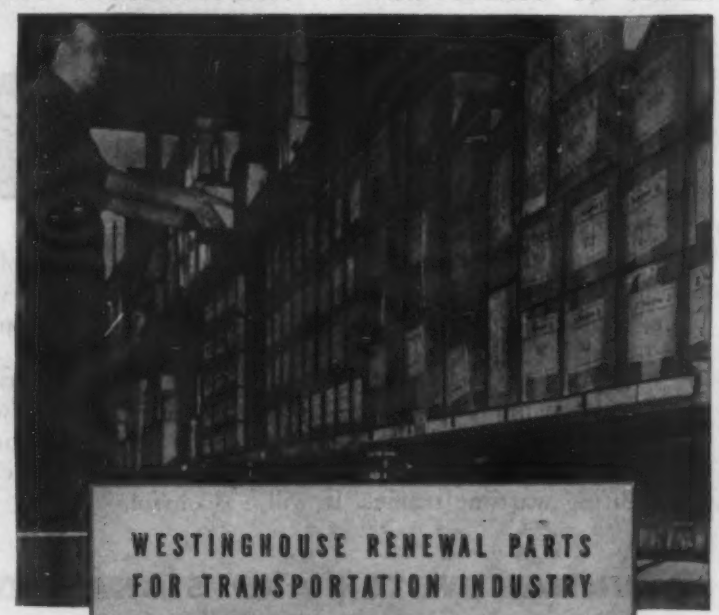

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High Speed Freights with "UNION" C.T.C.

The easy grades of the St. Louis-Southwestern make it a highly important link in fast freight service between the east and the southwest. Traffic on some portions of the line, most of which is single track, is very heavy, particularly on portions which are used also by other railroads.

One such portion is the 47 mile stretch between Illmo, Missouri and Dexter, where joint use with the Missouri Pacific results in as many as 65 trains in a 24 hour period. Here the maximum ruling grade is 0.3 per cent; no curve is more than four degrees.

Yet in this flat territory, with 15 of the 47 miles of line double-track, installation of "Union" Centralized Traffic Control has reduced the average time of southbound trains by 37 minutes and of northbound trains by 35 minutes. In many cases, freight trains making one or more meets and one waterstop, complete the run in 1 hour 15 minutes to 1 hour 35 minutes.

Here, as on many other railroads, "Union" Centralized Traffic Control has been an invaluable aid in expediting wartime traffic. It will be equally valuable in helping railroads improve service and cut costs to meet future competition.

Our nearest district office will be glad to cooperate with you in determining where and how you can profitably use Centralized Traffic Control.

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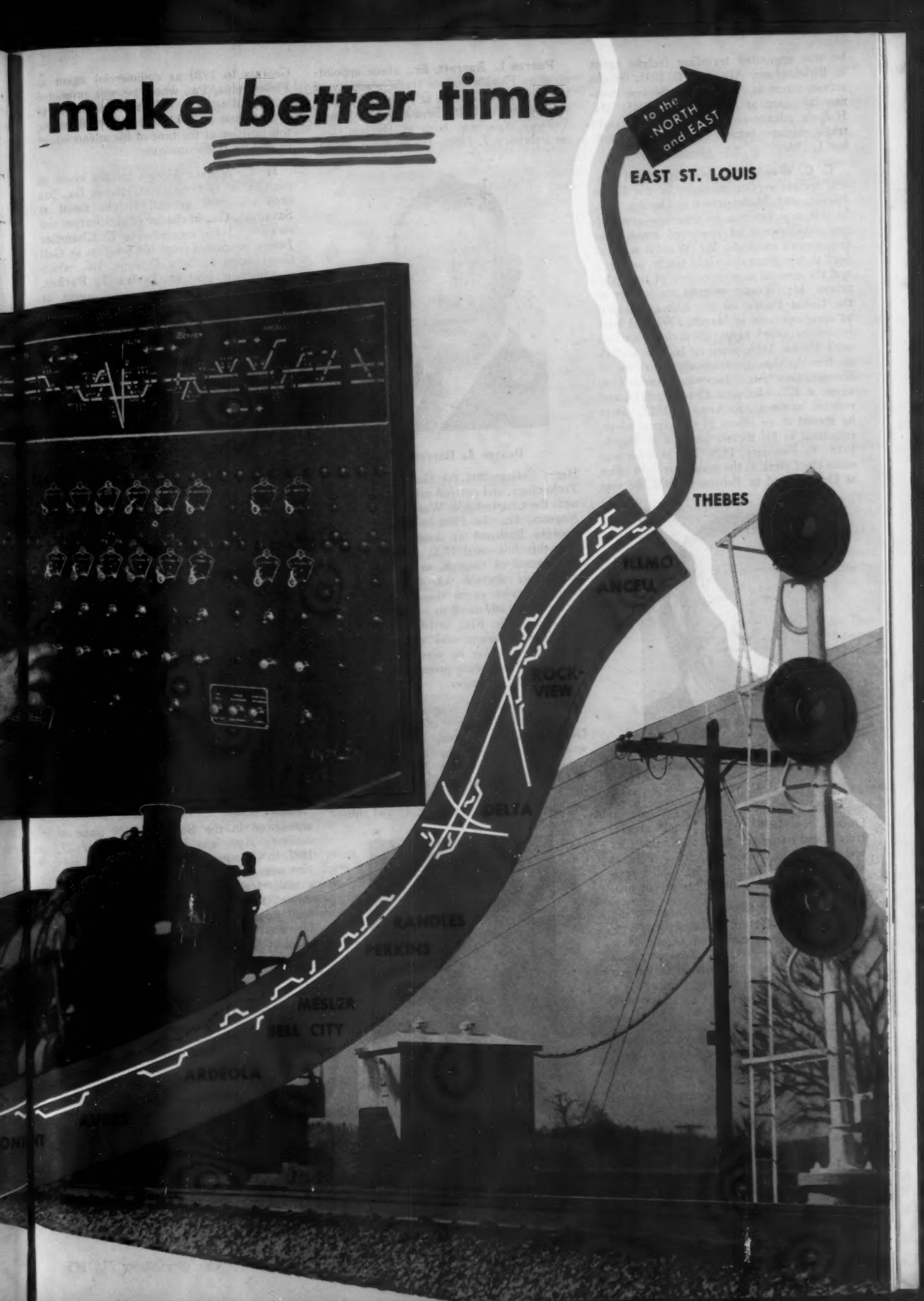
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ILLMO
ANCEL
ROCK-
VIEW
DELTA
RANDLES
PERKINS
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ARDEOLA
AVERY

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C. C. Weedin

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Universal Press

Alan Browning

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H. C. White, division freight agent of the Central of Georgia at Macon, Ga., has been appointed general freight agent at Savannah, Ga., in charge of solicitation and service. He is succeeded by **E. Chandler Jones,** promoted from his position as Gulf Coast agent at New Orleans, La., which post is now held by **James T. Parker. W. P. Coleman,** commercial agent at Denver, Colo., has been advanced to Pacific Coast agent at San Francisco, Calif. **Roy Moss** has become division freight agent at Atlanta, Ga., succeeding **F. M. Tuttle,** whose promotion was announced in the September 29 issue of *Railway Age.* **James R. England** has been named division freight and passenger agent at Chattanooga, Tenn. These appointments become effective November 1.

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OPERATING

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Tenn., then general agent at Atlanta in 1936. Mr. Mathews was promoted to superintendent of the Georgia division in 1938 with headquarters at Atlanta, and a year later was elevated to superintendent of organization, southern departments there, remaining in this capacity until the time of his recent advancement to general superintendent of organization.

William M. Mathews

MECHANICAL

Wesley B. Berry, whose promotion to superintendent of motive power of the St. Louis-San Francisco, with headquarters at Springfield, Mo., was reported in the *Railway Age* of October 6, was born at St. Louis, Mo., on December 13, 1881, and entered railway service on Jan. 1, 1897, as a machinist apprentice of the Texas & Pacific at Marshall, Tex. During the next few years he served as a machinist on the T. & P., and then went with the Missouri Pacific, subsequently serving with the Chicago, Rock Island & Pacific, the Missouri-Kansas-Texas, the Southern Pacific, the Trinity & Brazos Valley (now a part of the Chicago, Burlington & Quincy), and the Atchison, Topeka & Santa Fe, in various capacities ranging from machinist to enginehouse foreman and general foreman. In May, 1922, Mr. Berry became master mechanic of the Frisco, with headquarters at Kansas City, Mo., and on August 10, 1935, he was promoted to assistant superintendent of motive power at Springfield, the position he held at the time of his new appointment.

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PURCHASES AND STORES

J. W. Rodgers has been appointed purchasing agent of the Bessemer & Lake Erie, the Union, the Youngstown & Northern, and the Etna & Montrose, succeeding **T. R. Dickinson,** whose death is reported elsewhere in these columns. **L. K. Gress** has been named assistant purchasing agent. Headquarters for these companies are at Pittsburgh, Pa.

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W. B. Knotts has been appointed assistant manager of personnel of the Southern Pacific, with headquarters at San Francisco, Cal.

J. W. McColgan, who was called out of retirement by the St. Louis Southwestern in 1943 to serve as director of personnel, with headquarters at Tyler, Tex., has again retired. His duties will be taken over by **F. P. Lee,** superintendent of personnel.

Art Nay, assistant general manager of the Santa Fe Trailways, Western Lines (a subsidiary of the Atchison, Topeka & Santa Fe), with headquarters at Albuquerque, N. M., has been promoted to general manager, with headquarters at Los Angeles, Cal., succeeding **Gene Allen,** who has resigned.

OBITUARY

Frederick R. Yealland, general agent of the Chesapeake & Ohio and the Pere Marquette at Toronto, Ont., died on October 3 after 43 years of service.

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Harrison Brown, assistant general freight agent of the Boston & Maine at Boston, Mass., died on October 21, after 40 years of service.

A. L. Kleine, trainmaster for the Denver & Rio Grande Western at Gumiston, Colo., died in the Rio Grande Hospital at Salida, Colo., on October 11.

Laurent C. Deming, retired comptroller of the Atchison, Topeka & Santa Fe and the Gulf, Colorado & Santa Fe, died on October 13 at New York. He had retired in 1937 after 47 years with the Atchison, Topeka & Santa Fe.

Harry G. Devine, purchasing agent of the St. Louis Southwestern, with headquarters at St. Louis, Mo., died in a hospital at Clayton, Mo., on October 18. Mr. Devine was born at St. Louis on November 6, 1883, and entered railway service in May, 1899, with the Missouri Pacific as a clerk and assistant timekeeper in the general foreman's office at St. Louis, being transferred to the storekeeper's office at that point two years later. In 1903 Mr. Devine was appointed M. C. B. billing and voucher clerk in the master mechanic's office at St. Louis which position he held until 1905, when he went with the St. Louis-San Francisco as payroll and voucher clerk in the office of the auditor of disbursements, with the same headquarters. A year later he returned to the service of the Missouri Pacific and held various positions in the purchasing department until 1912, when he was made assistant chief clerk in that department, being advanced to chief clerk in 1916. In 1920, Mr. Devine left the Missouri Pacific to enter the service of the St. Louis Southwestern as chief clerk in the purchasing department at St. Louis. Four years later he was promoted to assistant purchasing officer, and in November, 1932, he was advanced to the position he held at the time of his death.

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Joseph T. Cleary, trainmaster of the Chicago Terminal division of the Illinois Central, died in a Chicago hospital on October 18.

Robert C. Jordan, who retired in 1932 as a general agent of the Illinois Central, died at his home in Chicago on October 19.

Harrison Brown, assistant general freight agent of the Boston & Maine at Boston, Mass., died on October 21, after 40 years of service.

A. L. Kleine, trainmaster for the Denver & Rio Grande Western at Gunniston, Colo., died in the Rio Grande Hospital at Salida, Colo., on October 11.

Laurent C. Deming, retired comptroller of the Atchison, Topeka & Santa Fe and the Gulf, Colorado & Santa Fe, died on October 13 at New York. He had retired in 1937 after 47 years with the Atchison, Topeka & Santa Fe.

Harry G. Devine, purchasing agent of the St. Louis Southwestern, with headquarters at St. Louis, Mo., died in a hospital at Clayton, Mo., on October 18. Mr. Devine was born at St. Louis on November 6, 1883, and entered railway service in May, 1899, with the Missouri Pacific as a clerk and assistant timekeeper in the general foreman's office at St. Louis, being transferred to the storekeeper's office at that point two years later. In 1903 Mr. Devine was appointed M. C. B. billing and voucher clerk in the master mechanic's office at St. Louis which position he held until 1905, when he went with the St. Louis-San Francisco as payroll and voucher clerk in the office of the auditor of disbursements, with the same headquarters. A year later he returned to the service of the Missouri Pacific and held various positions in the purchasing department until 1912, when he was made assistant chief clerk in that department, being advanced to chief clerk in 1916. In 1920, Mr. Devine left the Missouri Pacific to enter the service of the St. Louis Southwestern as chief clerk in the purchasing department at St. Louis. Four years later he was promoted to assistant purchasing officer, and in November, 1932, he was advanced to the position he held at the time of his death.

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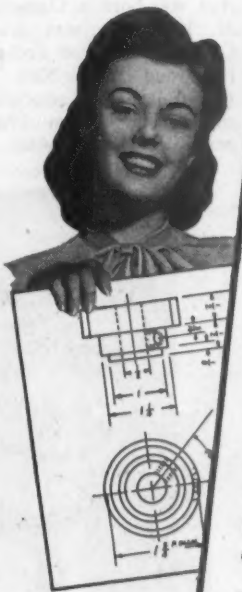

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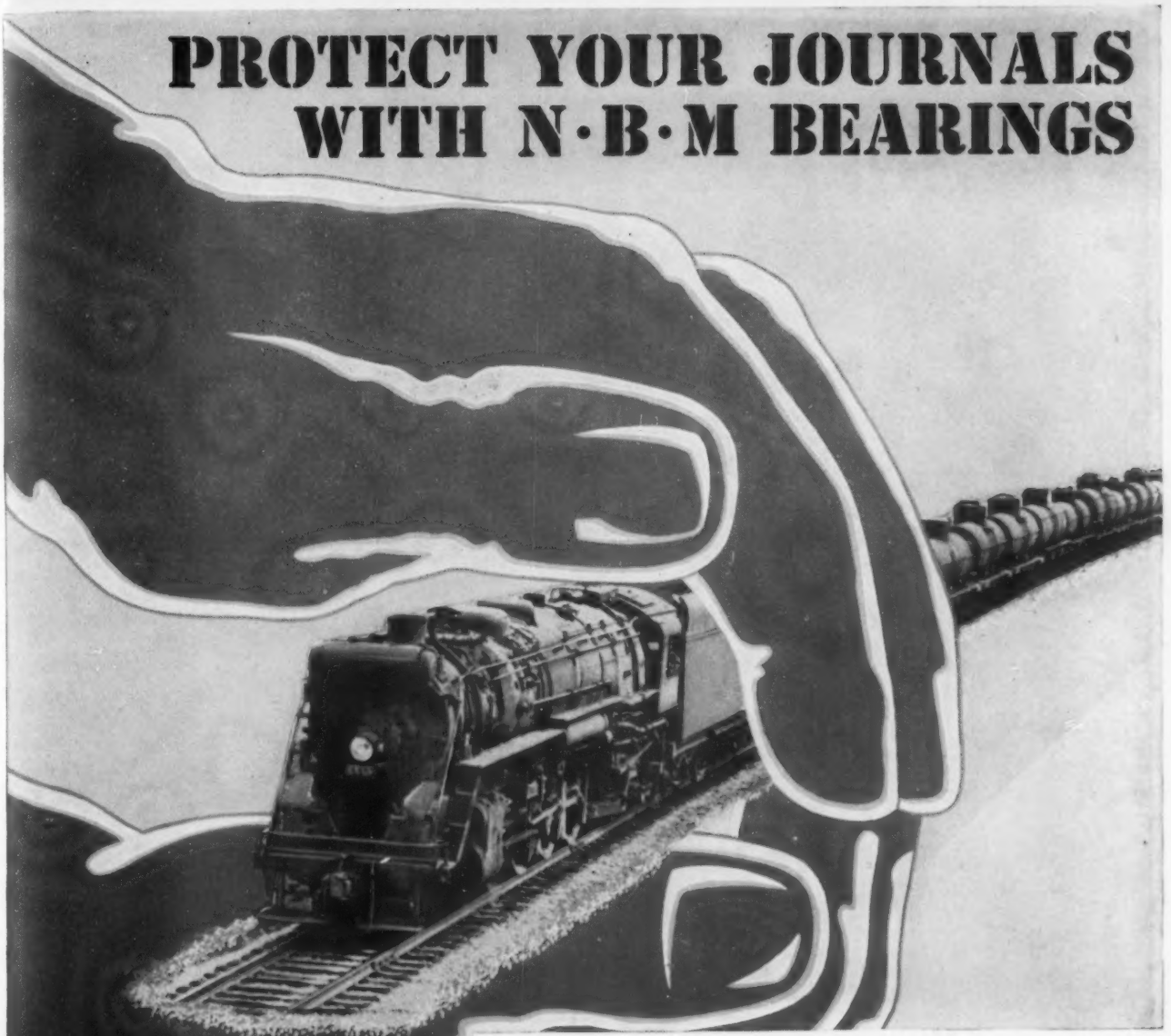

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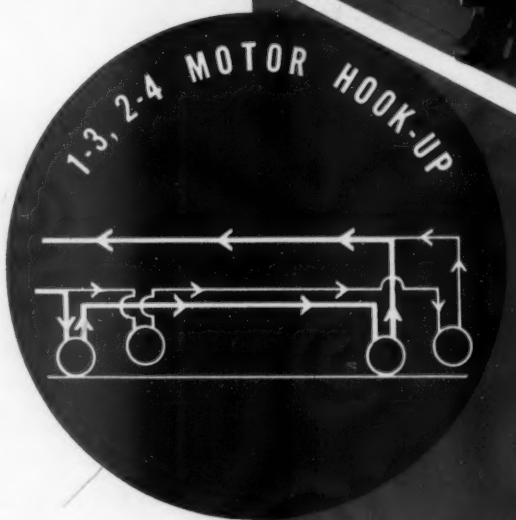

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Keep on giving YOUR MOST to the Victory Loan! All Bond payroll deductions during November and December will be credited to your quota. Every Victory Bond is a "Thank You" to our battle-weary men overseas—also a definite aid in making their dreams of home come true! Get behind the Victory Loan to promote peacetime prosperity for our returning veterans, your nation, your employees—and your own industry!

The Treasury Department acknowledges with appreciation the publication of this message by

RAILWAY AGE

VICTORY LOAN

This is an official U. S. Treasury advertisement prepared under auspices of Treasury Department and War Advertising Council

Here's where you stand today!

Look ahead a year or two...for your own sake.

Over on the dark side is this: Every unnecessary thing you buy helps shove the country one step nearer inflation and the bad times that come in inflation's wake.

Over on the bright side is this: Every single cent you save helps move you and your country one step nearer the kind of prosperous, happy, post-war America you want.

Okay—you're human. You're thinking mainly about yourself.

YOU SHOULD. Because if every man Jack (and every girl Jill) buys nothing he can get along without . . . (avoids Black Markets and "just-a-little-above-the-ceiling" like the plague!) . . . pays off the mortgage or any other debts . . . takes out more insurance . . . builds a healthy sock of savings . . . buys and holds more War Bonds—inflation will stay away from our door.

And Jack and Jill will be in a sound position no matter what times come.

Maybe you ought to clip this signpost and paste it in your pocketbook as a reminder that you can BUY your way to bad *times. Or you can SAVE your way to* good *ones.*

That's where YOU stand today.

4 THINGS TO DO to keep prices down and to protect your own future!

1. Buy only what you really need.

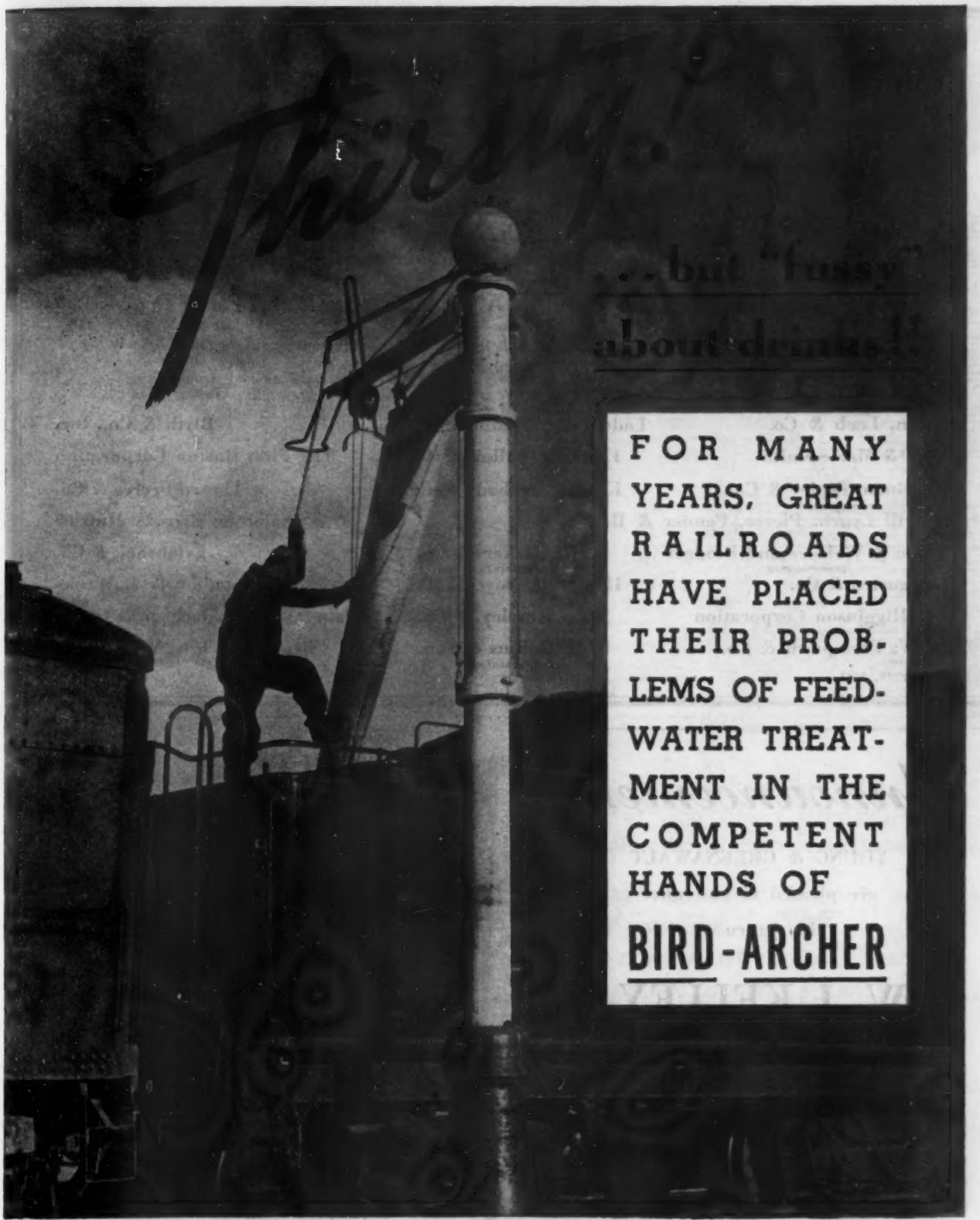
2. When you buy, pay no more than ceiling prices. Pay your ration points in full.

3. Keep your *own* prices down. Don't take advantage of war conditions to ask more for your labor, your services, or the goods you sell.

4. *Save.* Buy and hold all the War Bonds you can afford—to help pay for the war and protect your future. Keep up your insurance

HELP US KEEP PRICES DOWN

A United States War message prepared by the War Advertising Council; approved by the Office of War Information; and contributed by this magazine in cooperation with the Magazine Publishers of America.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October 18, 1945

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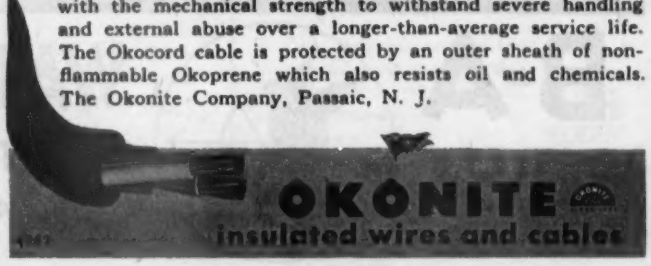

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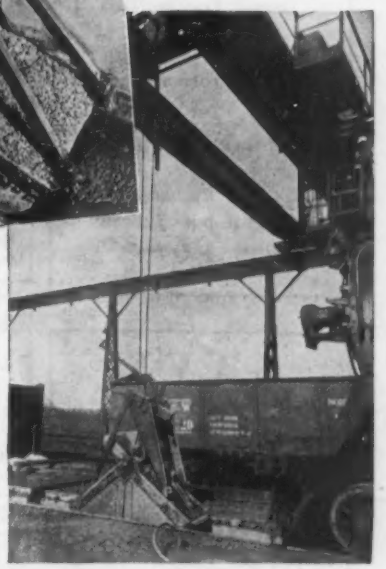

Above—*Blaw-Knox Size No. 716-H rated 1½ cu. yd. 2-line lever arm bucket (44" wide) with 24" Style "B" equalizer bar for 2 hold lines, and with perforated scoops.*

In addition to buckets illustrated above, Blaw-Knox manufactures clamshell buckets for all types of railroad applications:

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BULLETIN 1989

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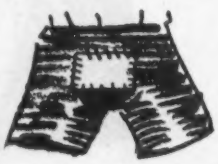

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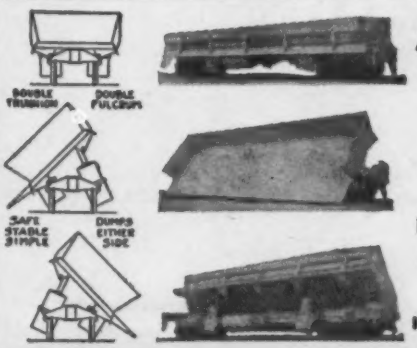

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Index to Advertisers

October 27, 1945

A

Aluminum Company of America 39
American Arch Company, Inc. 51
American Brake Shoe Company 59
American Hair & Felt Company 62
American Locomotive Company 6, 7
American Rolling Mill Company, The 31
American Steel Foundries 23
American Steel & Wire Company 8, 9

B

Baldwin Locomotive Works, The 60, 61
Bendix Aviation Corporation, Radio Division 18, 19
Bendix-Westinghouse Automotive Air Brake Company 21
Bethlehem Steel 3
Bird-Archer Co., The 65
Blaw-Knox Division of Blaw-Knox Company **67**
Bruning Company, Inc., Charles 58
Budd Manufacturing Company, Edward G. 24, 25
Butler Manufacturing Company 27

C

Carey Co., Inc., Thomas F. 68
Carnegie-Illinois Steel Corporation 8, 9
Classified Advertisements 68
C-O-Two Fire Equipment Company 26
Columbia Steel Company 8, 9
Communications Company, Inc. 30

D

Differential Steel Car Company 69
Dulien Steel Products, Inc. 69
Durabla Manufacturing Company **22**

E

Edgewater Steel Company 32, 33
Electro-Motive Division, General Motors Corporation ..... **Front Cover**
Evans Products Company 2

F

Fabreeka Products Company, Inc. 28
Fairbanks-Morse & Co. 29
Federal Telephone and Radio Corporation 42
Franklin Railway Supply Company, Inc. 50

G

General Electric Company 6, 7
General Railway Signal Company ..... Back Cover
General Steel Castings 35
Get Together Department 68
Gold Car Heating & Lighting Co. 69
Great Lakes Steel Corporation 36

H

Holland Company 20
Hunt Company, Robert W. 68
Hunt-Spiller Mfg. Corporation 54
Hyatt Bearings Division, General Motors Corporation 44

I

International Nickel Company, Inc., The 34
International Telephone and Telegraph Corp. 42
Iron and Steel Products, Inc. 68

J

Justrite Manufacturing Company 67

K

Kansas City Southern Railway Company, The 66
Koppers Company, Inc. 37
Kuhn, Loeb & Co. 66

L

Lima Locomotive Works, Incorporated 49
Locomotive Firebox Company 12, 13

M

Maguire Industries, Incorporated 40
Mt. Vernon Car Mfg. Co., Division of H. K. Porter Company, Inc. 4, 5

N

National Bearings Division, American Brake Shoe Company 59
National Malleable and Steel Castings Co. 11
National Tube Company 8, 9

O

Ohio Locomotive Crane Company 69
Okonite Company, The 66

P

Porter Company, Inc., H. K. 4, 5
Pullman-Standard Car Manufacturing Company 14, 15
Purdy Company, The 69

R

Railway Educational Bureau, The 68
Republic Steel Corporation 16, 17

S

Schaefer Equipment Company 10
Scullin Steel Co. 43
Simmons-Boardman Publishing Corp. 68
Sonken-Galamba Corp. 68
Standard Railway Equipment Mfg. Company 48
Sturtevant Company, B. F. 38
Superheater Company, The 52
Symington-Gould Corporation, The 71

T

Tennessee Coal, Iron & Railroad Company 8, 9

U

Union Switch & Signal Company 46, 56, 57

W

Western Railroad Supply Co. 41
Westinghouse Air Brake Company 53
Westinghouse Electric Corporation 55, 60, 61

Y

Young & Greenawalt 66

FEB 10 1947

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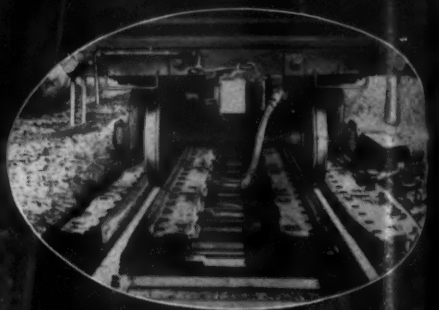
For either a large or a small classification yard, G-R-S Car Retarders offer a savings of time which will enhance your prestige with shippers when meeting the competition of tomorrow. Let our engineers make a study on your road.



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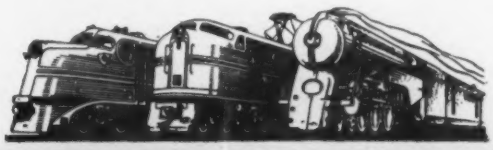
Horse Sense

PLANNING AHEAD

DURING the past several years of war, Nathan concentrated on production for the armed forces, the excellence of which was rewarded with the Army - Navy "E". Yet, with the urgency of the war effort, Nathan was bending every effort to supply essential Nathan products to the railroads whose miraculous accomplishments were vital to victory. Furthermore, Nathan never ceased its development work, always striving to improve its products and to design new devices which would enhance the efficiency and dependability of railroad motive power. For example, a new compact mechanical lubricator has been brought out for lubrication of Electric and Diesel-Electric locomotives. Tests are being conducted on complete lubrication of passenger car trucks. An improved method has been developed for lubricating locomotive steam cylinders.

With enlarged plant facilities, Nathan can now take care of railroad needs better than ever before. Nathan's more than eighty years of "know how" is your assurance of top performance. Nathan engineers are always at your service.

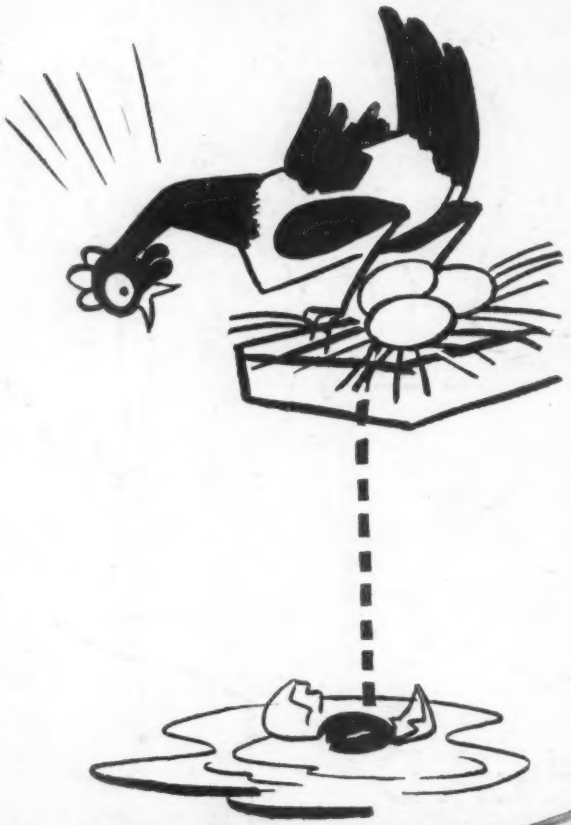


NATHAN MANUFACTURING CO., 250 PARK AVE. NEW YORK 17, N. Y.

Established 1864

IT'S EASY

To Break An Egg . . .



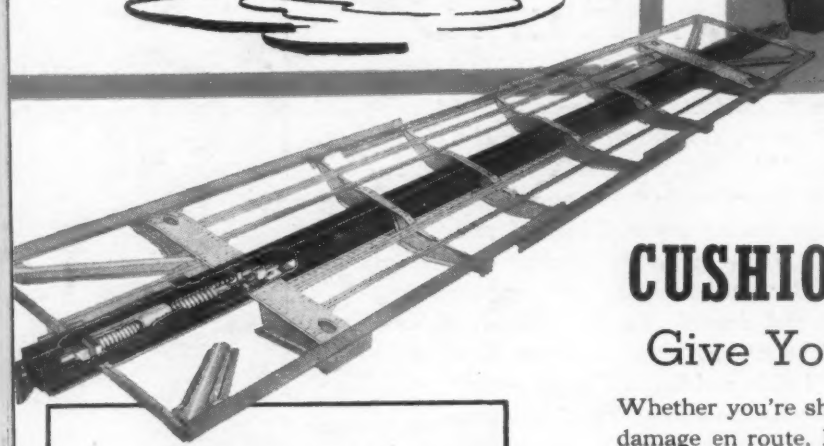
BUT—

An Egg Shipper

FOUND THE WAY TO SHIP EGGS SAFELY IN FREIGHT CARS

. . . "In checking our records since this (Duryea-equipped) car has been in our service, we have been unable to find any complaint by consignees as to the arrival condition of eggs in this particular car. Our various employees believe that car 7999 is ideal for egg loading. We sincerely hope that your people will equip more refrigerator cars with this type of underframe, as we believe that this will cut down on loss and damage claims."

(From a letter in our files)



DURYEA CUSHION UNDERFRAMES

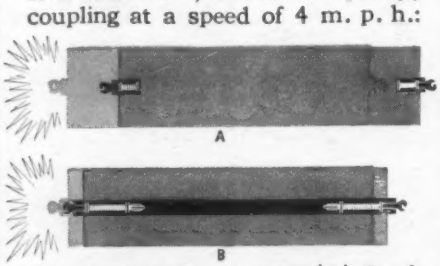
Give You Shockproof Shipping!

Whether you're shipping eggs or *any other* commodity subject to damage en route, Duryea-equipped cars give you better arrivals, reduced losses. The unique Duryea floating center sill travels the force of any impact the entire length of the car, absorbing it as it goes in big cushion springs—car and lading ride *over* the blow, comparatively unshaken.

HOW THE DURYEA CUSHION UNDERFRAME CONTRIBUTES TO VICTORY

PROTECTS car and lading, prolongs car life, cuts damage claims.
PERMITS higher handling speeds.
ELIMINATES gear replacements, maintaining efficiency for life of car.
SAVES TIME loading and unloading. Needs less packing and bracing.
SAVES MONEY usually spent for maintenance on every part of car.
COMPLEMENTS air brake; Duryea cars withstand abrupt stops.
CUTS SLACK to pre-determined ideal.
COSTS NO MORE than conventional type, for average Duryea gear.

Here's what actually happens . . . when two stationary freight cars receive the same impact, equivalent to a 50-ton car, loaded to capacity, coupling at a speed of 4 m. p. h.:



CONVENTIONAL CAR (A): Draft gear "goes solid," car receives almost entire impact.
DURYEA CAR (B): Shock absorbed by cushion gears, car and lading are comparatively undisturbed.

O. C. DURYEA CORPORATION
30 Rockefeller Plaza, N. Y. 20, N. Y. • 135 S. LaSalle St., Chicago 3, Ill.
725 Fifteenth St., N. W., Washington 5, D. C.